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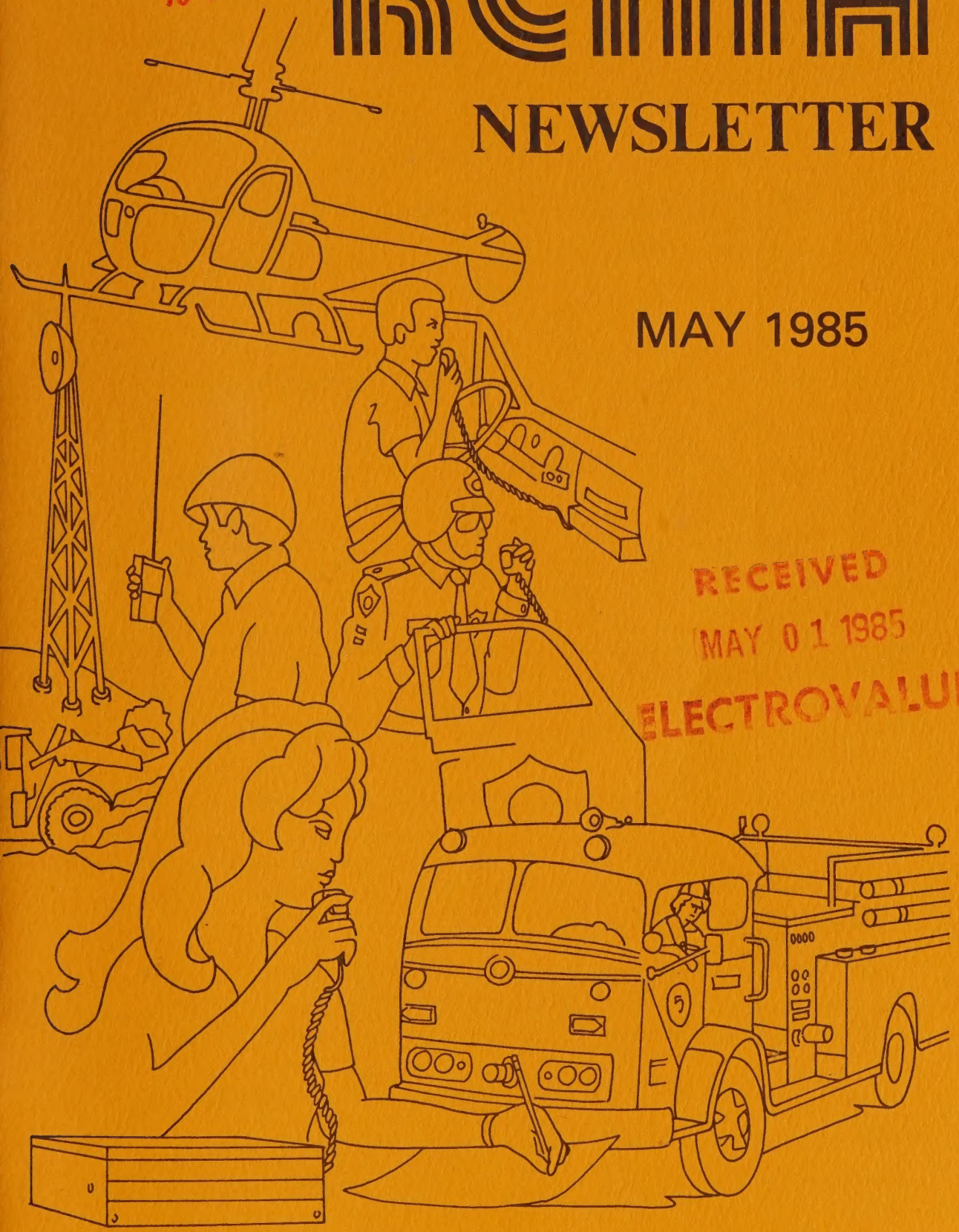
RCMA

NEWSLETTER



MAY 1985

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ELECTROVALUE

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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Williamsport, MD 21795

RCMA REPRESENTATIVES TO THE ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

Jerry Short (CA-OR-002)

FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A. General Manager, P.O. Box 542, Silverado, CA 92676. This includes matters that relate to renewals, changes of address, newsletter delivery problems, joining the club, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA NEWSLETTER

Issue 111 May 1985

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RCMA, P.O. Box 4563, Anaheim, CA 92803

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TO ALL RCMA MEMBERS AND PROSPECTIVE MEMBERS

PLEASE ADDRESS ALL CORRESPONDENCE (INQUIRIES ABOUT MEMBERSHIP, RENEWALS, ADDRESS CHANGES, DELIVERY OR RENEWAL PROBLEMS) TO:

RCMA GENERAL MANAGER
P.O. BOX 542
SILVERADO, CA 92676

CORRESPONDENCE SENT TO RCMA'S ANAHEIM POST OFFICE BOX WILL STILL BE ANSWERED, BUT THERE WILL BE A 4 – 6 WEEK DELAY.

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico–$18.50; Europe–$20.00, South Pacific and Asia–$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written consent.

RCMA

° ° ° Calendar ° ° °

Send notices of upcoming events for the Calendar section to:
John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92602
Please send notices well in advance of the Newsletter deadline.

R.C.M.A. Greater L.A. Area Chapter

Contact : Eric J. Christensen (CA-LA-045)
P.O. Box 3962 Santa Fe Springs, CA 90670-1962

April 26 FRIDAY Tour Pasadena Police Command Center 8:00 PM
142 N. Arroyo Parkway, Pasadena, CA

May 23 FRIDAY Tour Los Angeles Rapid Transit District

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, IL
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

Saturday	April	20, 1985	1:00 PM
Saturday	June	8, 1985	1:00 PM
Saturday	August	3, 1985	1:00 PM
Sunday	August	18, 1985	Field Exercise
Saturday	September	21, 1985	1:00 PM
Saturday	November	16, 1985	1:00 PM

Visitors are welcome but please confirm the date in advance.

A SASE on file assures notification of tours and other items which may be scheduled on short notice.

R.C.M.A. Philadelphia

Contact: Gerald M. Schoaf, Floyd Schoenberg, C. Willard Load
PA-036 PA-076 PA-164
P.O. Box 213, Upper Derby, PA 19082 (215) 356-1982

Meeting the first Monday of the month, 7:30 PM at

Saint James Church Next to "The Grange"
Corner of Myrtle Ave & Warwick Road
Haverford, PA 19083

Talk In On: CB Channel 9 GMRS 467/462.675 Hams 147.66/.06

R.C.M.A. for D.C., MD, VA, & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc). Non members are welcome to attend.

Calendar continued

All Ohio Scanner Club

David B. Marshall OH 146 President
50 Villa Road, Springfield, OH 45503

The All Ohio Scanner Club is now in the process of expanding it's area of coverage to include the states of Indiana, Kentucky, Michigan, Pennsylvania, Tennessee, and West Virginia, and also Ontario, Canada. We welcome members from these states who wish to join our club. Sample newsletter: $1.00 plus 22 cent stamp. Membership information for a 22 cent stamp.

Austin Area Radio Listeners Meeting

Meeting every 2nd Tuesday 6:45 PM Austin Public Library 4th floor room B. For more information, contact Richard Quintanilla TX 043 Austin Radio Club, P.O. Box 5053, Austin TX 78763

Tuesday	March	12, 1985
Tuesday	April	9, 1985
Tuesday	May	14, 1985
Tuesday	June	11, 1985

Southern New England Scanners Club

Contact Maurice Dennis Dandeneau RI-017 SNEC President 401-732-0812
P.O. Box 7052, Warwick, RI 02887 (modem on phone)

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 – June/July 76 (No Oct or Nov Published)	7	$2.00
August – Dec 76 (No Oct published)	4	$3.00
Jan – June 77	6	$4.00
July – Dec 77	6	$4.00
Jan – June 78	6	$5.00
July – Dec 78	6	$5.00
Jan – June 79	6	$6.00
July – Dec 79	6	$7.00

1980–to date issues are available at $1.50 per copy

Order Total	Include This Amount of Postage
$ 1.50 – $ 5	$1.20
$ 5.50 – $10	$2.25
$10.50 – $15	$3.30
$15.50 – $25	$4.15
$25.50 – $35	$5.50
Over $35	$7.00

Send your request & check/ M.O. (payable to RCMA) to Secretary Bill Ell, 2831 Hermanos St., Pasadena, CA 91107

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS
NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to:
Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

ANARC 1985 Convention will be held in Milwaukee, Wisconsin, July 19-22. For details send SASE to ANARCON '85 P.O. Box 24 Cambridge, WI 53523. The Red Carpet Hotel, 4747 S Howell Ave adjacent to the Milwaukee airport, will be convention headquarters. Convention Chairman is Mike Kitter, 1985 publisher of the ANARC Newsletter.

ANARC 1986 Convention will be held June 18-20 in Montreal, Quebec, Canada, hosted by Ian McFarland and Radio Canada International

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

Mike Knitter, P.O. Box 24, Cambridge, WI 53523, is the new publisher of the ANARC Newsletter.

Terry Colgan, 8120 Ripplewood Drive, Austin, TX 78758, has been elected for a second term as ANARC Executive Secretary.

RADIO WEST, 3417 Purer Road, Escondido, CA 92025 (619) 741-2891 is going to publish their new catalogue. If you are not on their mailing list send a SASE. Grant Manning does great work in modifying receivers to make the over the counter receivers act as they were commerical grade.

WORLD RADIO TV HANDBOOK 1985 EDITION is now available from many places including Century Print Shop, 6059 Essex St, Riverside, CA 92504-1599. Actually Century Print Shop has several bargins on books about the radio hobby, including scanning books and frequency lists. Send a SASE for a list of prices.

MICHIGAN AREA RADIO ENTHUSIASTS has been organized. All listeners in MI, OH, IN, and WI are invited to join. Dues are $3.00/year. Information for a business SASE to Don Hosmer, 24500 Union, Dearbon, MI 48124

UNIVERSAL SHOWTWAVE CATALOG has a new edition. $1.00 refundable on first purchase. Universal Shortwave Radio, 1280 Aida Drive, Reynoldsburg, OH 43068. 68 pages.

DENVER DXERS starting to form. Information for a SASE to Wayne Heinen, 4131 South Andes Way, Aurora, CO 80013.

MAY 4 MICHIGAN AREA RADIO ENTHUSIASTS (MARE) Meeting 11 AM to 4 PM at the home of Craig Wicks, 1122 68th Street, Grand Rapids, MI.

MAY 11 SOUTHERN CALIFORNIA AREA DXERS (SCADS) are participating in the Community Festival at Golden West College, Huntington Beach, CA. 10AM-4PM. For detains a SASE to Don Schmidt, 3809 Rose Ave. Long Beach, CA 90807-4334

MAY 24 TO 27 EUROPEAN DX COUNCIL - 19th annual congress, Madrid, Spain Information for 3 I.R.C. to Radio Exterior de Espana, P.O. Box 156-202, 28080, Madrid, Spain.

AUGUST 30 TO SEPTEMBER 2 NATIONAL RADIO CLUB Annual national convention in Rhode Island. Details send SASE to NRC, P.O. Box 24, Cambridge, WI 53523

THOUGHT waves

William Mauldin, 2268 N.W. 30th Rd., Boca Raton, FL 33431

Dear Fellow RCMA Members and Editors,

Following in Ginny's footsteps certainly isn't going to be the easiest position to fill. Ginny, as Assistant Editor, has helped to promote growth and understanding among the membership, as offered her column as a sounding board for your ideas, and has been invaluable to the club overall. We all will miss her active effort each month, but it is with understanding that I collect my thoughts, ideas and efforts, and make the move from Public Safety Southeast to this new position.

It is with a great deal of reluctance that I leave Public Safety Southeast this month and move to this new position, but in doing so, I am hoping I can obtain the kind assistance of even more members, making the overall publication more informative, more enjoyable and in turn make RCMA and the Newsletter better for you. I would like to thank all of those who supported me with Public Safety Southeast, and ask that you continue your efforts with the new editor.

For those of you out there who are non-contributing members, I am going to ask that you get involved with the club. A club is made up of contributing members, and without total support the organization will never obtain full potential. There is something each of you can do, and I will be calling upon YOU to help out, YOU can count on it. I have seen columns with "no column this month". With our planned survey efforts, I hope to see to it that each

editor has the material needed for excellent coverage of a subject. If there is not enough interest in certain areas, they will be deleted, and the editor's assignment changed. The direction of the club will be in the same direction as that of the active members. Editor's work long and hard to collect data, check it, type and mail it. No one is paid. We do this because we want to make the club bigger and better, and we have some outstanding talent working for us! Let's take advantage of it! We, the Editors, need and ask for your help, contributions, support and suggestions! I won't get on this soap box monthly, mainly because it is taking up valuable space, but I thought I should at least tell you of my feelings, desires and ideas, and ask for your support!

When I was asked regarding this column, I said I wanted to do whatever was best for the club. This will continue as my number one objective! With my background in federal, state and local law enforcement, my present job as a pilot for one of the major airlines, my personal hobby of railroading, photography and amateur radio, I am hoping I will have the knowledge and understanding to cope with the problems of both editors and members alike. As time passes, I will be working on surveys, special articles, guest editors, and other projects to help make RCMA grow and make membership a must for anyone interested in monitoring!

There are many of you who might be interested in writing a guest column on a subject that holds special interest to you, and which might be of interest to us all. As a member, you are welcome to submit any communications related material for consideration. There will be a survey in next months edition which will direct the course of the publication in the coming months. I ask that each of you take the time to complete it! There will be additional centerfold surveys frequently. Each will help YOU take an active part in the club, and make certain that YOUR interests are served and covered.

As new directories and communications magazines are published and released, they will be mentioned in this column, so YOU will know they are available, good and bad. There is a fine line between free advertising and proper coverage, and we don't want to discourage our advertisements! They help pay the bills. Editors have already received information on this subject. Those producing these books and directories are encouraged to let us know what you are offering, to mention RCMA in your publication, and to advertise with us!

There will be an upcoming survey for YOU to express your interest in possible upcoming positions. Please send in YOUR information and interests when this survey appears! RCMA needs and requests input from each and every member in many areas if we are to better serve you, and with the best talent available! Do take part!

In the past, Public Safety Southeast has published a monthly listing of radio shows, hamfests, computer and radio flea markets. I will continue this effort as a part of this column, and hopefully cover all areas of the country, not just the southeast. If you know of any event which might be of interest, send me the information! Do it early! The columns are written two months in advance in many cases, and you must get your material in early for proper coverage! Also, keep this in mind when sending special information to any editor for printing!

Carol will, of course, continue to manage and control the production, printing and mailing of our magazine. If you have problems or special problems within these areas, she is the one to write. I will be working with our field editors, trying to cover all subjects and matters related to what you will be reading monthly. Your general subject ideas, suggestions, input and contributions should be addressed to me. Please communicate with all of us by mail, not by phone! Especially in my case, as my flight schedule has me out of town quite a bit, and a letter will get an assured response, whereas a phone call might never reach me directly. In writing any editor or staff member, always enclose a stamped, self-addressed envelope for your reply. Each of us must pay our own postage, and this is only fair to all concerned.

I look forward to working with each of you in an all out effort to make RCMA really special and rewarding! I hope each of you will join me in this effort!

Sincerely,

Bill

Bill Mauldin
Editor

your thoughts

Ginny Slick, RCMA Assistant Editor
1 West Potomic, Williamsport, MD 21795

Dear Ginny,

I have been a member of RCMA for Two years and this is the first time I am writing to you. Let me begin by commending you and the other editors for what I consider to be an excellant job you do in putting this newsletter together month after month.

The main reason I'm writing is that in the last year or so I've noticed several articles in this newsletter and other publications about members being

"ripped-off". I know from experiance the frustration these people feel when their expensive electronic equipment has been stolen. Unfortunately, most of the time this equipment is never recovered. Friends of mine who are police officers have told me that every year hundreds of stolen items ARE recovered, but they cannot be reunited with their rightfull owners because the owners have never supplied the police with the correct serial numbers.

I have a couple of suggestions which might help some members recover their stolen equipment in the future. If you own a home computer it is very easy to purchase or write a program that will keep a record of the description and serial numbers of all the items in your home. Another and even easier method is to simply take pictures off all your equipment and then write the serial numbers on the back of the pictures. These pictures can be kept in a secure place and then be given to the police in the event of a theft. I have all my equipment recorded in both of these ways.

Hope my suggestions have been of some help. Keep up the good work.

Peter J. Raposa
(MA-127)

Editor:

I really liked Ed Sirovy's letter in the March "Your Thoughts" column. He obviously has a good memory.

I agree that monitoring predates today's equipment by quite a bit. It appears to predate me. Last year, I came across a pre-WWII, pre-everything AM table radio at a garage sale. It had the usual wooden cabinet, tubes the size of beer cans, etc., but it had the words "POLICE RADIO" in 4-inch letters clear across the front. It tuned clear up to 1800 KHz, which was in fact high enough to hear LAPD dispatchers until the late 50's. While I was looking into the back of this set and chuckling, a lady ran up shouting, "Where's the cop radio?" She ran off to pay for her hot item before anyone else saw it. I hope she likes to monitor cordless phones...

Ed mentioned the Hallicrafters SX-62. It was apparently the MX 7000 of its time (1949), tuning clear up to 108 MHz. My father had one of these (which I am now trying to fix up). It had one of those Hallicrafters dials with "London" and "Singapore" all over it, although of course one rarely heard all these places.

I was solemly lectured that this was a piece of real, high-powered communications equipment, and thus I was never to touch it. Needless to say, by the time I was ten I knew what every knob did. The best entertainment was the San Pedro marine radiotelephone operator, who had a duplex pair somewhere around 2.8 MHz. Unless one had two radios, they got a busy signal while the boats were transmitting (like LASO). Even so, the endless procession of drunk, lost, Sunday skippers had every kid with a shortwave within a 100 mile radius laughing.

My father didn't know that he could hear the police and fire departments on VHF-low, and I couldn't tell him or he'd know I'd been messing with his radio. Also, Ed mentioned the early VHF pagers. L.A. was full of these. They were mysterious, like today's SS/YL. The ladies simply read off lists of numbers, plus an occasional "Call the office" or "Meet Mr. Phelps at the club". The companies all had high-tech names like Airpage or Mobilfone. One can still find the pocket receivers, sans tone squelch (not invented yet) at swap meets.

Ed also mentioned the old band switches... The SX 62 had to have the biggest one ever put in a receiver - 12 sections, I believe. It took so much torque to turn the thing that the shaft would strip. I

did this - the same night the dial cord slipped! Mom and Dad got home to find a funny look on Hugh's face, and their radio stuck on an LAPD frequency. They were treated to "8 Adam-96, handle code two" for weeks, and my monitoring career was temporarily over.

By the time I got to high school, there were plenty of scanners around, but somehow they looked too small to be serious radio gear. Any kid knew that real radios took two guys to get them home. Times have indeed changed.

Hugh Stegman

Hugh Stegman (CA-LA-472)

DEAR GINNY:

HAS BEEN QUITE A WHILE SINCE I HEARD A BOO FROM YOU SO AFTER READING THE MARCH '85 NEWSLETTER AND SAW ED SIROVY'S INPUT TO YOUR COLUMN I THOUGHT I'D ENTER MY 5¢ WORTH AND LET OTHERS KNOW OF ANOTHER PERSON WHO HAS BEEN AROUND FOR A WHILE IN THIS MOST INTERESTING OF HOBBY'S.

BACK IN THE MID 50's WHEN EVERYTHING WAS ORIENTED TOWARDS THE SHORTWAVE BANDS, MY ZENITH TRANS-OCEANIC SET WAS THE MAIN RADIO OF THE DAY. CLOSE TO 100% OF THE TRANSMISSIONS WERE IN THE A.M. MODE THEN COMPARED TO 95% OR SO THAT ARE ON SIDEBAND THESE DAYS. HEARING NOT ONLY THE ALL TOO COMMON INTERNATIONAL BROADCASTS BUT AIRCRAFT FROM ALL AREAS OF THIS PLANET WAS MUCH EASIER THEN THAN IT IS TODAY, HAVING TO OWN VERY SOPHISTICATED SETS THAT EVEN A LONG-TIMER LIKE ME HAS TROUBLE WITH UNTIL HE GETS USED TO IT.

WHEN I STARTED OUT IN THIS HOBBY ONLY A VERY FEW POLICE AND OTHER PUBLIC SAFETY SERVICES WERE STILL ON THE HF BAND AND WERE VERY INTERESTING COMPARED TO WHAT WE HEAR TODAY. SIGNALS COULD TRAVEL MUCH FARTHER THAN WE HEAR THEM TODAY ON THESE BANDS.

THE ZENITH MODEL SLOWLY DIED FROM OLDE AGE AND I SOON GOT A BETTER, MORE MODERN UNIT MADE BY SEARS [WHICH I STILL HAVE EVEN THOUGH IT DOES NEED A LITTLE WORK ON IT] WHICH NOT ONLY GETS THE USUAL HF STATIONS I STARTED OUT WITH BUT THE LOW AND HIGH VHF STATIONS THE PUBLIC SERVICE STATIONS MOVED TO IN THE 1960's. FROM THERE SCANNERS CAME INTO BEING WHERE THEY ARE TODAY AND GROWING ALL THE MORE IMPRESSIVE MONTHLY AS IT SEEMS. THE REST IS HISTORY WITH ME AND I STILL MISS THE GOOD OLDE DAYS WHEN TIMES WERE SIMPLE AND SLOW MOVING. ED, YOU AND I HAVE SOMETHING IN COMMON MORESO THAN YOU MAY REALIZE. TOO BAD OTHERS OUT THERE THAT JUST GOT INTO THE HOBBY HAD TO MISS OUT ON SUCH FUN AS IT ONCE WAS. I'M SURE IF I WERE AROUND MUCH EARLIER I WOULD HAVE HAD AN EVEN MORE THRILL AT IT.....

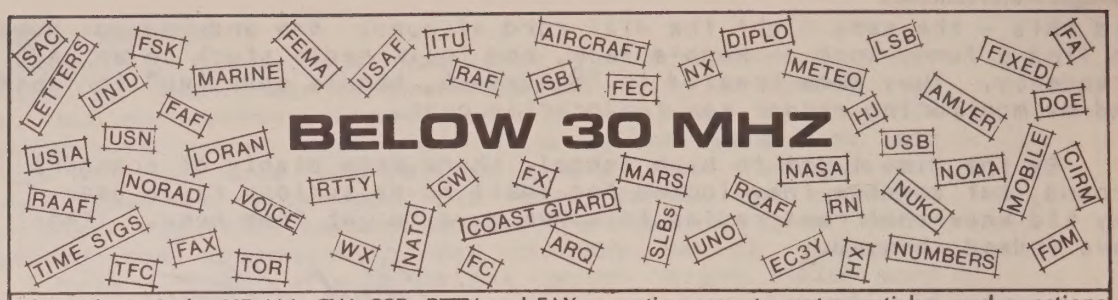
LARRY [MI-001]

Aircraft

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

SGT David N. Silva, H&HS Crash Crew, MCAS-H New River, Jacksonville, NC 28540

NO COLUMN THIS MONTH



This column is for HF AM, CW, SSB, RTTY and FAX reception reports, notes, articles, and questions related to HF utilities. Services covered in this column include aeronautical, coastal/marine, weather, government, military and 'spy' stations – essentially everything except broadcasting, CB and amateur radio.

Send reports to: Geoff Halligey, 85 Southwood Road, Cottingham,England, HU16 5AJ.

RADIO SHACK DX-400
UNIDEN CR 2021

Following my criticsm of electricity supply 'hash' swamping 150 to 700 kHz on the DX-400, I wrote to the UK importers of the Uniden CR2021, asking whether their look-alike rx was also affected. Their reply was as follows:

> 'The reason that there is a similarity between the Tandy (Radio Shack) DX-400 and the Uniden CR2021 is that they are both manufactured by Uniden. Regrettably, the CR2021 also suffers from mains hash on the lower frequency bands, this is caused by poor regulation and smoothing on the mains power supply unit. If the radio is run from a good 12 V DC supply, it is perfectly acceptable. We are endeavouring to modify the supply to reduce the mains hash.'

(Why not eliminate it altogether ?). It is agreed that the DX-400 is quite noise-free on a 12 V DC supply. Unfortunately my 12 V PSU itself generates unwelcome hash on the lower frequencies...

However, member Robert Riskin (CALA-229) writes to say that his DX-400 is internally noise free and fears that my report might steer people away from what is a pretty good value receiver. Well, I agree it is a good receiver for the money and mine was quite free from internally generated noise on HF and FM. Maybe the smoothing components are adequate for 110 V, but fall down on the UK's 240 V?

A few cents more effort and maybe a larger capacitor - so why not ?

It is noticed that in the U.S. most items carry only a 90-day guarantee. Over here in the U.K. a one year guarantee is a legal requirement; many firms also offer a three or four year extension of the guarantee (backed by an insurance company) for a reasonable additional sum.

ANTARCTICA

A couple of welcome letters from Bob Rankin of Lawrence, Kansas, with reception reports of the British Antarctic Survey (BAS) and the U.S. and Soviet bases in that area, on his R2000 rx. Unfortunately, by the time members read this, the best period (Northern Hemisphere winter) will have passed, but keep these freqs in mind for the back end (as we say in Yorkshire) of 1985:

FREQ	GMT	MODE	C/S	
4067	-	-	-	BAS - this freq was mentioned on another channel
8960	1205	CW	FJY4	Amsterdam Is.
8997	0400	USB	-	Mac Center (McMurdo Station),U.S.
				South Pole, U.S.
				Christchurch Radio,New Zealand
9106	2315	USB	ZHF33	Signy Base, S.Orkney Is.,BAS
	to		ZHF44	Faraday Base, Graham Land, BAS
	2359		ZBH	Grytviken, S. Georgia, BAS, calling Palmer, U.S.
			-	Halley Base, Caird Coast, BAS

			Callsigns are not used, simply 'Faraday, this is Signy'. Wx reports are exchanged. Signy was the clearest, listed at 300 W. The 'John Biscoe'(BAS vessel) was also heard, working DBFP (German vessel).
11255	1130	-	- BAS - a net at this time and on this freq was mentioned, with 9106 as alt.
13385	2359	CW	UDY Novolazerevskaya, USSR UGE2 Bellingshausen, USSR RULE Vostok, USSR RUZU Molodezhnaya, USSR Plus a number of supply vessels. Synoptic (5-fig) wx codes also heard

SLBs - OR ?

The most useful description for these transmissions so far noted is Channel Markers, which describes exactly what they are and what they do. I certainly cannot conceive that any of them are beacons in the navigational sense. Neither are they all 'single letter', since I heard one recently sending EA.

So in future they will be channel markers in this column, at least until someone comes up with their true purpose.

In the March issue I suggested that some of them might automatically report weather, tides or other such natural phenonema. Just recently I was reading a rather dated book on electronic warfare and this showed a photo of an automatic weather reporting station established by the Germans in 1943 on the N.American continent, no less.

The place was the Hutton Peninsula, the northern tip of Labrador. The station provided assistance to U-boats operating off Newfoundland and in the Davis Strait. Similar stations were set up in east Greenland, Svalbard (Spitzbergen) and Novaya Zemlya. What form of transmission was used was not stated - perhaps CW or maybe the varying tones we used to hear from the 'upper air' met balloons around 27 MHz.

When looking at propogation chacteristics it should be noted that some of these markers have definite switch on and switch off times; they are by no means all on 24 hour operation. For example, some of the 10645 kHz group are not there at 0930, but are going full blast at 1000. AAA on 5758 kHz has twice been logged as switching off at 1533 gmt prompt. But to log all of them 24 hours a day would need an army.

One other interesting thing - EC3Y, the well known mystery call on 8158, which I reported in the March issue as having switched to sending KKK. Now (February), it is ending EC3Y at noon gmt, but I can hear KKK behind it, gradually building up strength. EC3Y seems to close down early afternoon, leaving the field to KKK, but clearly separate transmitters.

EC3Y still sends 4-figure groups occasionally, thus at 1222 we get NW 9204 5385 - (rpt) - ZDE - ZTI - GD - GD - ZTI.....

Bob Rankin mentions hearing UUU on 3635.5, 4447.6 and 6244.6. In the UK we get these also on 7569.5, 10215/10218, with all five freqs in parallel. Frequencies vary by 0.5 kHz to 3 kHz.

ROGALAND RADIO

On one of his lengthy CQ tapes (LGW LGU LGJ LFT .....) recently, this station was heard to include LFD 5699 kHz (he even made a point of mentioning the frequency). As this is in the middle of one of the aeronautical bands (where I checked that it was transmitting) I wrote to the Manager of the station and asked, what gives ?

He replied that LFD was an old frequency that had been included 'by accident' and that it had now been stopped.

He also gave me the information that LGB on 1644 and 1646 kHz (which have been heard in the States) are for communication with Norway's North Sea oil rigs only. These two frequencies are paired with 3148 and 3147 respectively, for RTTY operation. The LGB calls on 1.6 are in the form LGB TLX (on CW) followed by the CCIR recommended free channel signal (two blocks of 7-unit code transmitted every 2.5 seconds).

CORDLESS PHONES

Amplifying my comments in the April issue, the 1700 kHz cordless phones on sale here offer a 250 meter range. We also have them on 40 - 55 and 70 MHz; they are all FM.

MARINE BAND

Bob Parnass (IL-267) has had a session on the 16 MHz marine band with his ICOM R71A and MFJ1020 active antenna and has come up with the following, all CW, around 1500 to 1600 gmt:

17,007.1	PCH61	Scheveningen R., Netherlands
17,016.5	KPH	Bolinas R., CA
17,018.1	ZSC	Cape Town R., RSA
17,021.6	WLO3	Mobile Marine R., AL
17,026.0	KFS	Palo Alto R., CA
17,113.0	GKB4	Portishead R., England
17,128.5	HPN	Puerto Armuelles R., Panama
17,141.0	YVG	La Guaira R., Venezuela
17,148.9	TIM	Limon R., Costa Rica
17,159.5	WOE	Lantana R., FL
17,160.9	IAR	Roma P.T. Radio, Italy
17,162.0	PPO	Olinda R. Brazil
17,170.0	PPL	Belem R., Brazil
17,172.2	WLO1	Mobile Marine R., AL
17,184.9	KFS	Palo Alto R., CA

AND OTHERS

Heard in the UK during February on my R2000:

13555.0	Russian aeronautical freq - sounds like perpetual chaos, excitable M & F voices - "da! da! da! da! da! da!" - that's not morse but "yes! yes! yes! yes! yes!" (female shriek). Perhaps the poor bloke only wanted permission to land ! (1000 - 1300 gmt)
17983.0	Jeddah Aeradio working a/c in AA and EE (1140 gmt)
19096.6	Telcom FF (1530 gmt)
19435.7	Telcom II (1146 gmt)
19771.0	UNIFIL (United Nations Interim Forces in Lebanon) Two Irishmen having a long conversation, plus a burst of RTTY (1033 gmt).

RUSSIAN VOLMETS

After a few concentrated weeks, I have completed the following table for Russian VOLMETS (aeronautical met. reports). Mostly female announcers; once or twice I could hear a jet a/c taxying in the background. The 2 and 3 MHz freqs are obv usly for local night operation, and the 11 and 13 MHz freqs for day use, but remember that there is a large time difference across Russia. Moscow, Leningrad, etc. are gmt + 3 hours, Tashkent is +6 hours and Vladivostok + 10.

Not all the Russians speak with clarity, but at the beginning of each transmission there is an announcement, e.g., "..Leningrad Meteo". Then there are individual reports for half a dozen stations - Leningrad (Pulkovo), Murmansk,Petrogravodsk have been made out. The words 'shturm' (storm) and 'denka' as well as figures - 'chetteereh' is four, easily recognisable, and at the conclusion 'Leningrad Meteo konyak' - evidently 'out'.

The letter 'U' is pronounced 'oo', thus Ukhta becomes Ookhta, but otherwise names are pronounced very much as they are written.

The Syktyvkara broadcast covers prison camp country - Ukhta, Vorkuta, Pechora, Amderma...

Finally, I think that Vladivostok or somewhere in that area should slot in somewhere, but I have been unable to hear it.

2869	Syktyvkara	H+00,30	Ukhta, Vorkuta, Pechora, Amderma..
6693	Sverdlosk	H+05,35	Kirov, Magnitogorsk, Chelyabinsk ..
8888	Yeniseysk	H+10,40	Novosibirsk, Tomsk...
11318	Kuybyshev	H+15,45	Kurumoch, Ufa, Saratov, Kazan...
	Salekhard	H+20,50	Borispol, Zabolska, Vorgoda...
	BLANK	H+25,55	
2941	Riga	H+00,30	Minsk, Kaliningrad, Vilnyius..
6617	Leningrad	H+05,35	Pulkovo, Murmansk,Petrogravodsk..
8939	Moscow	H+10,40	Vnukovo, Sheremetivo, Voltava...
11297	Moscow	H+15,45	Domodedovo, Borispol, Vnukovo...
	Kiev	H+20,50	Borispol, Lvov, Simferopol...
	Rostov-on-Don	H+25,55	Grozny, Mineralnye Vody, Sochi..
3407	Tbilisi	H+00,30	Yerevan, Batumi, Min. Vody...
6730	Aktyubinsk	H+05,35	Aktyubinsk, Uralsk...
8819	Krasnodar	H+10,40	
11279	Alma Ata	H+15,45	Balkhash, Semipalatinsk...
	Tashkent	H+20,50	Dushambe, Samarkand, Nukus...
	Baku	H+25,55	Astrakhan, Krasnovodsk...
4663	BLANK	H+00,30	
10090	BLANK	H+05,35	
13279	Tashkent	H+10,40	Dushambe...
	BLANK	H+15,45	
	Novosibirsk	H+20,50	Irkutsk...
	Moscow	H+25,55	Vnukovo, Sheremetivo, Borispol..

All are in Russian except the last set (4663, 10090 and 13279), which is in English, but it is easier to catch the place names when given in the Russian language broadcasts ! Mostly the reports are repeated up to 3 times. Several stations include Kiev (Borispol), which must be No.1 diversion. Vnukovo, Sheremetivo and Domodedovo are all Moscow airports. Kurumoch is the airport for Kuybyshev.

Best wishes to all and many thanks to contributors, fine stuff !

Geoff

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to: Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Greetings to yet another chapter in the ongoing saga. Thought for the: What this country needs is a bank where you deposit a toaster and they give you $5,000. Without further ado, onto the goodies for this mont;

From Don (CA-LA-359) of Hacienda Heights, Ca comes the following list for Hawaii:

152.42	KGB 429	Polynesian Cultural Center	Laie	(Security)
151.895	WZS 507	Polynesian Cultural Center	Laie	(Operations)
151.805	KUG 994	Brigham Young University	Laie	
155.88	KGL 612	University of Hawaii	Honolulu	(Security)
460.725	KFN 267	United Airlines (Grd Ops)	Honolulu	
460.7	KLI 701	Aloha Airlines (Grd Ops)	Honolulu	
460.75	WRZ 761	Western Airlines (Grd Ops)	Honolulu	
462.15	KIJ 819	Hilo Hatties (Shuttle Bus)	Honolulu	
452.15	KUI 629	Sida Cab of Hawaii	Honolulu	
452.05	KUA 365	Charlies Cab	Pearl City	
461.025	KCS 896	Polynesian Express (Buses)	Honolulu	
463.375	KEP 297	Roberts Tours (Buses)	Honolulu	
464.775	KXX 971	Pearl Ridge Mall	Aiea	
461.25	WRX 762	Holiday Mart Shopping Ctr	Honolulu	
159.63	KES 432	B & C Trucking	Waihawa	
153.65	KDR 215	Hawaiian Electric Co	Waihawa	
*151.985	KCZ 995	Hawaiian Telephone Co	Waihawa	

*This user is reported to be going to a Uhf freq in the future;

408.575		Arizona Memorial (F-1)	Pearl Harbor

Thanks Don. I wonder if there is other radio activity in Hawaii that can be published here?

From Eugene (MI-123) comes some info on the Fermi Nuclear.Power Plant operated by Detroit Edison in Frenchtoen Township, Monroe County, Michigan;

158.16	WRB 776	Fermi Operations
158.235	KRB 776	Fermi Operations
451.1	KNAB506	Fermi Security (F-1)
451.2	KNAB506	Fermi Security (F-2)
153.515		Fermi Security (Seldom used)
153.665		Fermi Security (Seldom Used)
151.55		Becutel Corp at Fermi
154.6		Fermi Operations (Low Power)

Detroit Edison Line Crew freqs;

153.5	Dispatch Freq known as Wayne/Monroe
153.59	Line Crews
153.62	Line Crews
451.525	Line Crews
451.075	Dispatch Freq

It has been reported that Burns International recently started providing guards for the Fermi Plant using 464.500 with little or no traffic heard as yet.

Report on VOPEX - *84
Simulated Emergency Test for the North Anna Nuclear Power Plant owned by the Virginia Electric and Power Co.(VEPCO)

Test took place on 11/15/84 between approx. 1400 and 2230.
Counties involved: Louisa,Spotsylvania,Orange,Caroline,and Hanover.

Abbreviations used over radio(other than 10-codes):
E.O.C. - Emergency Operations Center
E.O.F. - On-site emergency office
C.O.V. - Used in reference to Virginia EOC vehicles.Could be 'Commonwealth of VA' or'C----? Observation Vehicle.'

Radio Usage involved:

'Louisa EOC'- 33.82;Used to communicate with radiation monitors around the plant.(Louisa and Spotsylvania Co.'s)This is Louisa's Fire Dispatch freq.Also used by Orange,Madison and other counties.
'Orange EOC'- 158.775R(153.74 input);used by Orange Co. for various applicationa including evacuation buses.Possibly manned by hams.

'Virginia EOC'- 155.895R - HQ in Richmond.Simplex used by State Emergency Services personnel headquartered at the firehouse iin Mineral,VA.EOF and Mobile Lab also on this freq.

155.820(simplex) possible ueed at the plant site by emergency personnel.Nothing heard except in close proximity to plant.

39.50 and 39.54(SIRS)-used as backup freq. by EOC personnel.

Spotsylvania county usde 39.50(Fire/Rescue freq.) to talk to what was probably an evacuation bus.Some VOPEX traffic was heard on Sheriff's freq.(39.44)

Hanover county radiation monitors in the Beaverdam area used regular firegrround freq of 154.01.Hanover's Patrick Henry High School was the chief evacuation site for Louisa and Hanover Co.'s.

Caroline coumty used 154.385R(153.95 input) for what little VOPEX traffic it had.(Fire/Rescue freq.)

VEPCO - used North Anna on-site repeater on 451.125.Not that much traffic.

Red Cross - used 47.42.VA EOC in Richmond is capable on this freq.

Radio Amateur Civil Emergency Service/Amateur Radio Emergency Service (RACES/ARES)- Provided communication between the various agencies involved in the XXXXX exercise.Two ARES districts involved.

Capitol District - serving Louisa,Hanover,and the VA EOC

145.430R - Primary Net Freq.(Richmond,VA)
146.940R&S - Secondary traffic freq.Not actually taken out of normal use.
147.510 - Capitol Dist. simplex freq.Used as a short range working channel.

Blue Ridge Foothills Dist.- serving Orange,Spotsylvania,and Caroline Co.'s
147.015R - Primary Net Freq.(Fredericksburg,VA)
147.120R - Secondary(?) Traffic Freq.(Culpepper,VA)
- Don't know simplex usage for thos area.
Areawide HF Net 3907 KHz.Later on 3901.5 KHx.

Ham coverage waw the best listening of the enite operation. I was going to participate as a ham myself,but ha d to be available for work that night.The 145.43 machine was full quieting in my radio 50 mile from the transmitter.The 147.12 machine also has very wide coverage.The 147.015 machine as well has coverage to near Richmond.Each can claim a good mobile radius of 40 miles or more.

Next best listening was the VA EOC repeater on 155.895 in Richmond.All of the 'pre' and'post' activity was on this freq.

Also included this month is a report on VOPEX - 84 sent by Allen (VA-087) which I won't re-type and lose something in the translation.

From George (IL-115) comes the following for the Chicago area;

461.825	KTH 946	Bullett Messenger Service
463.375	KIC 337	Chicago Messemger Service
462.65	KAA4319	City Bonded Messenger Service
461.125	KXM 256	Clark's Messenger Service
464.65	KNFU258	Dash Messenger Service
462.6	KAB7709	Fast Messenger Service
464.9	KAM 283	Metro Messenger Service
461.7	KXM 605	Progress Messenger Service
461.275	KNAS996	Rainbow Messenger Service
463.775	KNCC356	Reliable Messenger Service

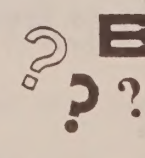
464.000	KNCX860	Speed Messenger Service
461.175	KNA 326	U S Messenger Service
462.625	KAB1122	U S Messenger Service
463.2	KBA 507	U S Messenger Service
472.3625	KEP 577	Comet Messenger Service
152.99	KZZ 295	Harvey Wrecking Co
461.125	KQW 239	Emergency Demolition
462.000	KFN 270	Speedway Wrecking Co
463.725	KNEB205	G M Wrecking Co
472.9875	KNCB917	Cleveland Wrecking Co
851.7125	KEK 500	Nardi Wrecking Co
862.0125	KTK 43	National Wrecking Co (Also 862.9125, 863.8125, 864.7125, 865.6125)
461.65	KFM 691	Midwest Wrecking Co
461.8	KJ 3051	National Wrecking Co
462.7	KFM 270	Speedway Wrecking Co
472.3625	KEP 577	Comet Messenger Service
854.0375	KQR 272	Bullett Messenger Service
461.675	KTF 252	A & G Charter Bus Service
464.525	KF 7020	Continental Air Transport
*471.9625	KWK 495	Continental Air Transport
*471.9625	KWO 662	Continental Air Transport
472.2125	WZH 937	Keeshin Charter Service
155.235	KSL 897	Kickert Bus Lines
861.6125		Munsen's Discovery Coaches
862.5125		Munsen's Discovery Coaches
863.4125		Munsen's Discovery Coaches
864.3125		Munsen's Discovery Coaches
865.2125		Munsen's Discovery Coaches
854.4875	KTP 585	Northtown Bus Service
851.2875	KAX 441	Plaza Limousine
854.1625	KRM 603	Robinson Bus Service
853.9875	KTH 590	Scholastic Transportation
852.5125	KSV 512	Stewart Bus Service
854.4875	KSQ 973	Student Transit Corp
854.4125	WXL 610	Van der AA Bus Lines
462.55	KAD2179	Willett Motor Coach
472.7125	KXC 553	Willett Motor Coach
472.7375	KXC 553	Willett Motor Coach
462.7	KAB7778	Winkel's Transportation
853.1875	KSR 490	Winkel's Transportation

* For Editor's comment on this freq, please read on.

From this editor comes the following update to the confirmed list for the Chicago area;

151.745	KYT 843	Metro Insulation Co Inc	Waukegan
151.775	KTP 456	Twp High School Dist 211	Palatine
151.805	KBL 782	Dipietro Plumbing Corp	Deerfield
151.805	KTM 593	Shimka Auto Wreckers	Des Plaines

* In addition to Traffic Radio Network (462.6) during the rush hours, Continental Air Transport has provided this author with both traffic and road conditions (due to bad weather, accidents, etc, etc) on a number of occasions over the last few years.



If you are new to monitoring, or have something you don't understand, please write to me at the address given below and I will try to answer your question. When possible, your questions and answers will be printed. For those who wish an immediate reply, please send a self-addressed, stamped envelope.

Bob Quinlan, 2210 N. Menard, Chicago, IL 60639

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:

Rob Berezowski, 211 Costigan Bay, Saskatoon, Saskatchewan, S7J 3P4 Canada

Greetings again and welcome to the Canada column for May. There has been a distinct warming trend over the past few days. We had 6 cm of snow last week, and now with the warming of temperatures, the streets have turned into a huge swimming pool filled with mud. You can't win. Big line-ups at the car washes though. (Pardon me, I meant that there are big queues at the car washes. We have to start speaking computerese.) The work load at the UofS is pretty heavy these past few weeks, so let's get right to the material.

The first item is from Gilles (CAN-101), and should have been in the last column. However, his letter arrived 1 day too late for inclusion. He has included some frequencies that would be worth monitoring during U.S. President Reagan's visit to Quebec in March.

Lac-Megantic, Que	Police & Fire Dept	411.600 /	416.600
	Volunteer FD Pager	411.600	
	(Business alarms are transmitted through the police radio on 411.600)		
	Business Repeater (Ambulance)	143.550 /	148.540
	Business Repeater	143.430 /	148.420
	CP Rail	(Line-ups)	161.115
		(")	161.175
			161.475
Quebec Provincial Highways			169.710
Quebec Hydro Electric Commission			150.760
			142.275
Bell Canada Repair			162.660

The following are note-worthy frequencies for Reagan's visit:

Transport Canada	Airport Operations	460.200
		461.075
Ste Foy	Police Dept	412.3125
		412.9125
		413.3125

Thanks for the information, Gilles. It is unfortunate that it did not arrive a day earlier, but I'm sure it will be of use to our members.

I also got another letter from Bruce (CAN-019). He sent in a copy of the newsletter "Third Alarm" published by the Ontario Fire Buffs Associates. Bruce also sent in an article that appeared in the Toronto Star. It seems that the independent cab drivers in Sudbury. It seems that some of them are using scanners to monitor calls for Lockerby Taxi. The independents sometimes hustle their fares, creating some understandable bad feelings. It is illegal to compete for business by intercepting taxi dispatches over the radio, and the article indicates that the maximum penalty for this offence is $2500 and/or 12 months in jail. Some food for thought for us. Thanks for writing in, Bruce.

The next letter is from Bob (CAN-024). Along with his letter, he sent in a copy of a newspaper article that appeared in the Windsor Star on Jan 10, 1985. It describes the new Windsor Central Ambulance Dispatch Service (CADS), with some good info on the ambulance service in general. I can give anyone a photocopy for an SASE at my address above. Thanks for the contribution, Bob.

Colin (CAN-096) recently sent in a list of frequencies he obtained from a friend in Salmon Arm, B.C. The list is on his computer, and has been sorted according to the Agency. I have included this list in the column. If there is no city listed under the "City" column or the "Comments" column, then it can be assumed that the freq is for Salmon Arm. Thanks again Colin. We are all indebted to you.

To finish off this month, I will include another page from Guy's (CAN-031) list for Simcoe County. Thank you Guy. With that, I will close this column. Until next month, best wishes to all.

CITY-	AGENCY-	FREQ-	COMMENTS-
VERNON	AICHELE CONTRACTORS	168.390	
	AMBULANCE	149.260	KAMLOOPS
	AMBULANCE	149.680	KAMLOOPS DISPATCH AREA
	AMBULANCE	149.890	KELOWNA
	AMBULANCE	142.605	KELOWNA PARAMEDICS
	BC ATTORNEY GENERAL	154.860	SHERIFF
	BC FISH AND GAME DEPT	155.220	
	BC FOREST SERVICE	TX 163.830 RX 163.830	F1
	BC FOREST SERVICE	TX 163.065 RX 163.935	F2 RED
	BC FOREST SERVICE	TX 163.125 RX 163.995	F3 GREEN
	BC FOREST SERVICE	TX 163.215 RX 164.085	F4 BLUE
	BC FOREST SERVICE	TX 163.275 RX 164.145	F5 ORANGE
	BC FOREST SERVICE	TX 163.335 RX 164.205	F6 YELLOW
	BC FOREST SERVICE	TX 163.395 RX 164.265	F7 BLACK
	BC FOREST SERVICE	TX 163.095 RX 163.965	F8 PURPLE
	BC FOREST SERVICE	162.690	
	BC FOREST SERVICE	163.620	
	BC FOREST SERVICE	163.800	
	BC FOREST SERVICE	163.860	
	BC FOREST SERVICE	163.890	
	BC FOREST SERVICE	163.915	
	BC FOREST SERVICE	164.040	
	BC FOREST SERVICE	164.910	
	BC FOREST SERVICE	166.710	
	BC HYDRO	165.480	CHAN F
	BC HYDRO	165.780	
	BC HYDRO	165.930	CHAN A-LINE CREWS ALL AREAS
	BC HYDRO	166.200	CHAN C-LINECREWS STH INT.
	BC HYDRO	166.290	CHAN B-LINECREWS CENT INT.
	BC TELEPHONE	152.400	SERVICE VEHICLES
	BC TELEPHONE	152.430	SERVICE VEHICLES
SALMON ARM	BEN'S TOWING	159.510	
	BLACKBURN EXCAVATING	158.610	
	BLOCK BROS	168.180	REAL ESTATE
SALMON ARM	CAST-ALL CONCRETE	165.000	
	CELGAR SOUTH	153.560	
VERNON	COLUMBIA APPRAISALS	154.160	
SALMON ARM	CO-OP	162.270	FUEL OIL DELIVERY
ARMSTRONG	CROWN ZELLERBACH	153.230	
	C.N.R.	161.415	END TO END/ROAD FREQ
	C.P.R.	160.815	AUX TRAINS/DERAIL CREWS
SICAMOUS	C.P.R.	161.115	YARD/OKANAGAN LINE/VERNON
	C.P.R.	161.175	MAINTENANCE OF WAY
	C.P.R.	161.475	END TO END/ROAD
LUMBY	DCT TRUCKING	164.460	SOUTHERN INTERIOR
	DEPT OF HIGHWAYS	148.855	CHASE/NTH SHUSWAP
	DEPT OF HIGHWAYS	143.295	FALKLAND/MONTE CREEK
	DEPT OF HIGHWAYS	143.415	VERNON & KAMLOOPS
	DEPT OF HIGHWAYS	143.445	SALMON ARM/SICAMOUS
	DEPT OF HIGHWAYS	143.895	KELOWNA/WESTBANK
	DEPT OF HIGHWAYS	152.210	HIGHWAY LINE PAINTERS
	DEPT OF HIGHWAYS	165.960	FLAGPERSONS PORTABLES
	DE BOER	153.920	
VERNON	DIAMOND DELIVERY	164.580	
MALAKWA	DREW SAWMILLS	153.320	
	FEDERATED CO-OP LOGGING	158.370	
	FEDERATED CO-OP	162.540	SAWMILL
	FEDERATED CO-OP	162.840	LOGGING
	FEDERATED CO-OP	163.140	SAWMILL
	FEDERATED CO-OP	163.470	SAWMILL
VERNON	FIRE DEPT	153.770	CENTRAL DISPATCH
OKANAGAN LANDING	FIRE DEPT	154.040	
SALMON ARM	FIRE DEPT	155.040	
COLDSTREAM	FIRE DEPT	155.070	
SICAMOUS	FIRE DEPT	155.430	

CITY-	AGENCY-	FREQ-	COMMENTS-
ARMSTRONG	FIRE DEPT	155.520	
SALMON ARM	FRASER ALARMS	165.990	
KELOWNA	GENERAL HOSPITAL	155.250	INTERNAL PAGING
SALMON ARM	HAM RADIO	146.760	REPEATER
KAMLOOPS	HAM RADIO	146.850	REPEATER
VERNON	HAM RADIO	146.880	SILVER STAR RPTR
SICAMOUS	HOUSEBOAT HOLIDAYS	154.570	
	HOUSEBOAT HOLIDAYS	156.390	
	IMPERIAL OIL	157.470	FUEL OIL DELIVERY
	INLAND NATURAL GAS	158.670	
	MARINE DISTRESS	156.800	CHAN 16
	MCKENZIE LOGGING	153.050	
	MCKENZIE LOGGING	153.470	
SALMON ARM	MUNICIPALITY	154.070	PUBLIC WORKS
	OK TIRE	164.400	
VERNON	OMEGA COMMUNICATIONS	163.500	
	PULSAR CONCRETE	159.900	
BARRIERE	RADIO TELEPHONE	152.540/157.800	
ALICE LAKE	RADIO TELEPHONE	152.510/157.800	
VERNON	RADIO TELEPHONE	152.570/157.830	
CHASE	RADIO TELEPHONE	152.600/157.860	
VERNON	RADIO TELEPHONE	152.630/157.890	
VERNON	RADIO TELEPHONE	152.660/157.920	
SALMON ARM	RADIO TELEPHONE	152.690/157.950	
KELOWNA	RADIO TELEPHONE	152.720/157.980	
	RCMP	139.080	TAC 1
LUMBY	RCMP	139.245	VERNON REPEATER
ENDERBY/ARMSTRONG	RCMP	139.290	FALKLAND/VERNON RURAL
KAMLOOPS RURAL	RCMP	139.290	SAVONA TO BARRIERE
KAMLOOPS RURAL	RCMP	139.380	ALSO VERNON RURAL EAST
KELOWNA RURAL	RCMP	139.410	HIGHWAY PATROL
SICAMOUS	RCMP	139.440	VERNON REPEATER
VERNON CITY	RCMP	139.530	LOCAL DISPATCH
VERNON RPTR	RCMP	139.560	KELOWNA STH TO US BORDER
KELOWNA CITY	RCMP	139.590	LOCAL DISPATCH
SALMON ARM	RCMP	139.650	VERNON RPTR 1700-0800HRS
SALMON ARM	RCMP	138.945	LOCAL DISPATCH
CHASE	RCMP	139.140	LOCAL DISPATCH
SALMON ARM	RCMP	139.185	LOCAL DISPATCH
	RCMP	139.215	TAC 4
	REALTY WORLD	166.050	
	SHUSWAP FERRY	162.720	SICAMOUS TO SEYMOUR ARM
	SHUSWAP LAKE GEN HOSPITAL	158.760	
	SHUSWAP VET CLINIC	158.310	
VERNON	TAXI	157.530	
SALMON ARM	TAXI	164.670	
SICAMOUS	THREE BUOYS HOUSEBOATS	156.475	
SICAMOUS	THREE BUOYS HOUSEBOATS	156.675	
	TOEBOSCH TRUCKING	152.360	
KAMLOOPS	TRANS MOUNTAIN PIPELINE	148.990	
VERNON	VERCOM CABLE TV	167.400	
VERNON	VER-TEL	163.440	PAGING
VERNON	VER-TEL	163.470	BASE
VERNON	VER-TEL	164.520	
VERNON	VER-TEL	164.550	
	WILSON TRUCKING	159.720	
ENDERBY		163.530	PUBLIC WORKS

NO. OF FILES IN THIS LISTING > 122

Beeton, Ont

49.240	Beeton FD
153.995	Dorsey Farms Ltd
158.310	Dr ER Holmes
162.840	Beder Turf Nurseries Ltd
169.905 / 170.715	Simcoe County Public Roads Dept
170.715	" " " " "

Thompsonville, Ont

165.060	R Plets
"	M Matthys

Tottenham, Ont

153.800	Tottenham FD
159.840	W Rueckwart
172.110	Sandore Gravel Co Ltd
459.1250 / 454.1250	S Nossad & Sons Ltd

West Gwillimbury Township, Ont

453.6875 / 458.6875	Ace Communications & Electronics Ltd

Bradford, Ont

138.615 / 142.635	Bradford PD
141.585	" "
142.110 / 138.090	" "
150.100	MG Lewis Ltd
153.410	C Gillis
154.070	Bradford FD
154.370	"
160.665	CNR
161.415	"
162.600	W Collings
164.325	Parkview Transit Ltd
169.170	West Gwillimbury Township Roads Dept
171.450 / 166.200	Hardee Farms International Ltd
456.8875 / 451.8750	Lisbon Paving Co Ltd
468.3875 / 463.3750	R Boulay
468.5375 / 463.5250	MR Shiels

Gilford, Ont

163.260	Kell Farms Ltd

COMMUNICATIONS PROFILE

Cliff Polkinghorn, 14310 Acacia St., San Leandro, CA 94579

This column is for special projects that explain various radio systems in detail. Frequencies and radio codes of not only municipal agencies and certain federal government agencies may be listed, but also large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you are inclined to submit a report as the one below appears, please follow No. 8 in the inside front cover of the Newsletter.

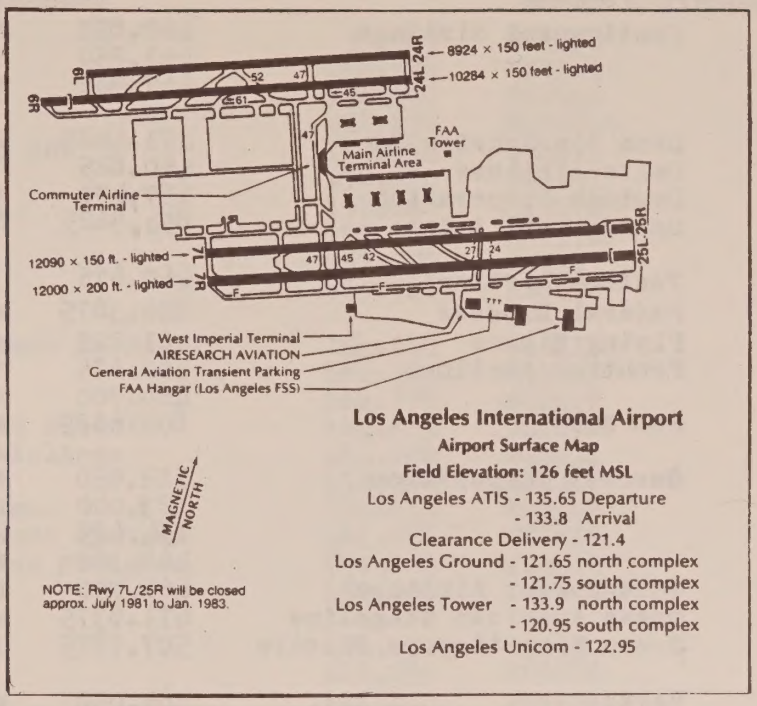
WELCOME TO MAY 1985 "COMMUNICATIONS PROFILE"

For those of you who are looking for PART II of C.D.F., it will be in the JUNE issue. This month we are looking at "LOS ANGELES INTERNATIONAL AIRPORT", with thanks going out to ROBERT A STOFFEL- CA-OR-026.

I hope Robert doesn't mind, but I have added a couple drawings, I think they help round out the whole issue.

The drawings come from a book called "PILOTS GUIDE TO CALIFORNIA AIRPORTS" by OPTIMA PUBLICATIONS, 180 2nd ST., LOS ALTOS, CAL. 94022 (cost is approx. 25.00-- loose leaf binder with free information updates for a year) I FIND IT A MUST FOR THE AVID AIRCRAFT MONITOR.

THANKS AGAIN ROBERT, HERE IS L.A. INTERNATIONAL--------


8924 × 150 feet - lighted
10284 × 150 feet - lighted
24L 24R
FAA Tower
Main Airline Terminal Area
Commuter Airline Terminal
12090 × 150 ft. - lighted
12000 × 200 ft. - lighted
7L 7R
25L 25R
West Imperial Terminal
AIRESEARCH AVIATION
General Aviation Transient Parking
FAA Hangar (Los Angeles FSS)
MAGNETIC NORTH
NOTE: Rwy 7L/25R will be closed approx. July 1981 to Jan. 1983.
Los Angeles International Airport
Airport Surface Map
Field Elevation: 126 feet MSL
Los Angeles ATIS - 135.65 Departure
- 133.8 Arrival
Clearance Delivery - 121.4
Los Angeles Ground - 121.65 north complex
- 121.75 south complex
Los Angeles Tower - 133.9 north complex
- 120.95 south complex
Los Angeles Unicom - 122.95

LOS ANGELES INTERNATIONAL AIRPORT

ABC Cab	157.605	KA73858
Air Cal	460.700	WQJ585
Air Cargo Terminals	452.700	KMJ228
Air Couriers International	159.750	KQF856
Air France	460.875	KVT966
Air Mates Trucking	508.0875	KVP873
Air New Zealand	151.955	KKP274
Air Pack International	507.8125	KGE586
Aircondor Inc.	854.0375	WYE572
Airesearch Aviation	462.300	KRH612
	463.525	KB27527
	852.4136	WQA528
Airline Rent A Car	464.475	WXZ865
Airport Century Inn	151.715	WYM864
Airport Distributors	852.5125	WJX481
Airport Service (Airport Bus)	852.2875	KSP652
Airport Taxicab Security	469.9625	KA88426
	471.9875	WIE626
Airport Transportation	816-820.2375	KA96801
Airway Bus Service	461.200	KWB556
Airway Equipment Service	464.825	WZR784
Alamo Rent A Car	461.375	KNA K424/KNC T987
American Airlines	462.850	WXB251
Apex Rent A Car	463.825	WDM862
Avis	154.600	KN6835
	466.825	KL8477
	467.775	KQ3876
	467.825	KQ3876
Braniff Airlines	460.700	KYP395
Brent Air Towing	30.760	WRH401
	471.8375	KN0905
British Caledonia Air	461.8875	KB21325
Budget Rent A Car	154.600	KA69116
	464.325	KIV743
Butler Aviation	463.8875	KB43412
Checker Cab	452.275	WST401
Checker Red Cab	452.400	KMA572
China Airlines	462.650	KAB0769
Com Air	460.700	KRC470
Comet Air Freight	471.7125	WAZ985

Continental Airlines	460.850	KLZ490
	461.250	KMK580
	467.925	KM2037
Data Air Courier Inc.	471.6625	WID725
Delta Airlines	460.825	KJE633
Deutsch Corporation	157.470	KNAN647
Dollar Rent A Car	854.5625	KLX736
Eastern Airlines	460.675	
Federal Express	806.3875	WDE705
Flying Tigers	461.225	WDV534
Frontier Airlines	460.675	KA93697
	460.700	KNBC928
Fun Bus	809.6625	KB26760
Garrett Corporation	122.950	KVX6
	123.000	KVX6
	154.625	WXZ955
	462.300	KJC632
Golden West Airlines	461.750	KWP419
Great American Stageline	471.8375	WAQ928
Green Flag Airport Shuttle	507.7875	KZH426
Hertz	464.050	KJP703
Hilton Hotel	464.875	KNBY852
Holiday Inn International	154.515	KVH803
	463.650	KNAW357
Host International	461.800	KUT352
Hudson General Aviation	816-820.8375	KA60871
Hughes Air	460.700	KQP839
Hughes Aircraft Company	153.380	KGS631
	462.450	
	462.500	
	451.625	
Hyatt Regency Hotel	152.480	KWI534
	154.540	KWI534
Independent Taxi	452.250	KIL668
Laker Airlines	460.825	WYB690
LAX Air Freight Inc.	461.850	WSC695
Lockheed Corporation	123.250	KMA6
	123.325	KMA6
	123.425	KMA6
	464.925	KSP651
Loyola Trucking	508.2125	WAK390
Lufthansa German Air	464.925	KRA285
Marriott	464.425	WRC876
Mercury Service Inc.	464.425	WYJ585
National Airlines	464.675	KQZ410
National Car Rental	854.0375	WXZ987
Occidental Petroleum	123.050	KTQ3
Pacific Car Rental	151.685	KWJ658
Pacific East Air	460.825	KNDA791
	856-860.8875	
Pacific Express Airlines	462.575	KAD3581
Pacific South West Air	121.7/8	KL5808
	121.650	KL5810
Pan American Airlines	151.685	KMK311
	460.650	KOI455
Parking Concepts Inc.	464.425	KNDX672

Ramada Inn	35.940	KCV558
	464.875	WRT389
Red Top Cab	152.405	KMA646
	452.150	KNBA816
Red & White Cab	152.360	KGZ591
	152.420	KGZ591
	157.620	KAT578
	157.680	KAT578
	457.350	KH9747
	475.9625	KB6672
Sheraton Plaza La Reina	154.540	WQL417
	464.325	WQL417
	464.775	WQL417
Sims Airport Shuttle	464.225	KSA698
Singapore Airlines	461.500	WQT434
Sky Cab	452.350	KNBU587
Sky Chefs Inc.	151.655	KRG468
Sunset Airport Systems	464.075	WXZ819
Superior Fast Freight	159.660	WZX561
	159.720	KMK595
TWA	121.650	KD9980
	121.750	KL5888
	121.800	KD9980
	151.775	KVL226
	460.675	KLT459
	464.525	KAR252
	464.875	WSO377
24 Hour Airport Express	508.0125	WAB243
United Airlines	121.700	KL5807
	121.900	KK6096
	460.725	KML555
	460.875	KLO779
	462.0875	KB22535
	464.6125	KA91843
United Independent Cab	452.450	KIL251
	452.500	KIL251
Western Airlines	121.650	KD9990
	121.750	KD9990
	121.900	KA97272
	151.805	KBR339
	154.570	KB29906
	460.750	WRZ759
	462.725	KAB0448
	464.575	KYC309

LAX Police	460.525	WZG927	"Control"	Primary Frequency
LAX Police	453.375			Tac One
LAX Operations	460.525	WZG927	"Ops Base"	
LAX Maintenance	453.375		"Maintenance Base"	

LAX Police use MX350 radios with 460.525 (Repeater) and 453.375 (Simplex). All Police vehicles also have 2-way radios with the Ground Frequency of 121.750. They don't have the capability of talking on any LAPD frequency.

Frequencies found in FCC files, however usage at the Airport is unknown:

151.745	KNBX346/KFY757
151.805	KNBX346/KFY757
151.715	WSW433

Communications Profile continued

151.775 WSW433
462.550 KAD6744
462.9125 KS5303
467.925 KS5303

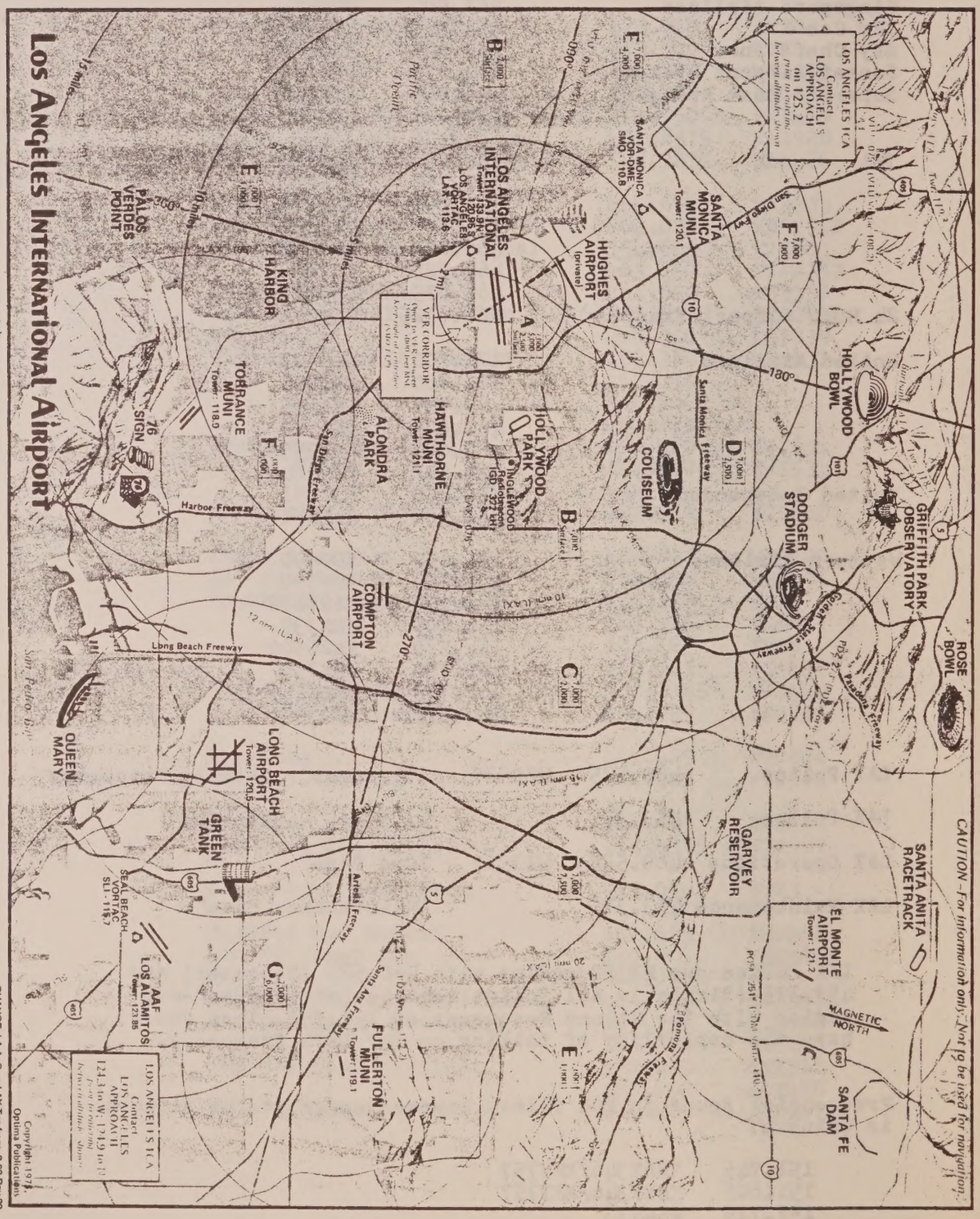
Any additional information, including corrections are requested. Specific usage of any of the listed frequencies is also requested. Please forward to:

Robert A. Stoffel CA - OR - 026
1337 West Avenue
Fullerton, CA 92633

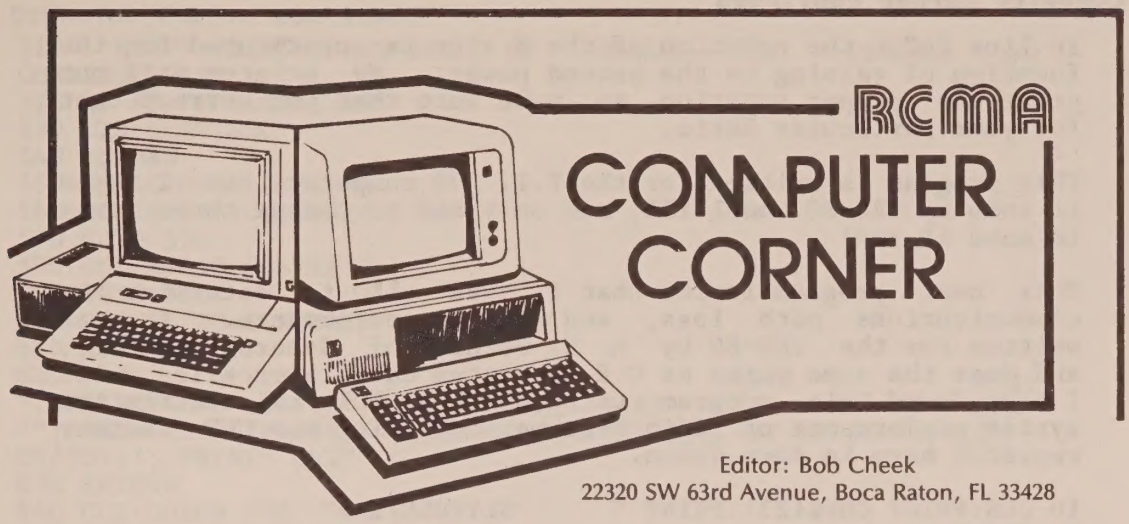
APPROACH MAP

FIELD ELEV: 126 feet MSL

LOS ANGELES - 83



CHANGE: LA ApCon, LAX Twr freqs-2-82 Rev 29



RCMA COMPUTER CORNER

Editor: Bob Cheek
22320 SW 63rd Avenue, Boca Raton, FL 33428

Hello and welcome to the Computer Corner! I have a couple of programs for you this month, some handy little utility programs for determining communication system effective range.

For any of you who missed it last month, I will repeat the phone number of the BBS that is available for the RMCA members to use, Colorama of Boca. The phone number is 997-6830. At last count there were 5 programs in the BBS for downloading, and a file with the phone numbers of hundreds of BBSystems throughout the country. Give the system a call, and let's start communicating though this system.

My original plan for this month was to discuss a sort to go along with the frequency database program, however the mail has been picking up, and I feel that I should share some of the programs that have been sent in. I have one short one, and one long one this month, and next month I will get into a short discussion on the bubble and shell sorts.

J. F. Hale (AZ037) has submitted a neat little program here for all of you who fly. The program will give you the distance to the horizon for a given altitude. If you are flying in a plane, on a hill or mountain, this program you will be enable you to determine the line of sight distance to the horizon, and therefor determine approximately how far you can communicate via radio.

```
100   PRINT "LINE  OF SIGHT COMMUNICATIONS  RECEPTIONS DISTANCE
      BY J.F. HALE 12/16/82
110   PRINT "MAXIMUM COMMUNICATIONS DISTANCE AT A  GIVEN FLIGHT
      ALTITUDE ABOVE RECEIVER SITE."
120   PRINT  "EFFECTIVE TRU  AIRCRAFT ALTITUDE WOULD BE IN FEET
      ABOVE  SEA  LEVEL  PLUS  THE  ELEVATION  OF  THE RECEIVER
      SIGHT."
140   PRINT "FLIGHT ALTITUDE ABOVE MEAN SEA LEVEL  ASSUMES THAT
      THEIS  RECEIVER  IS  LOCATED AT  SEA  LEVEL.  (ADJUST  AS
      DESIRED.)"
150   PRINT "PRESS ANY KEY TO CONTINUE."
160   OPEN #1:"PIO"
170   PRINT "DO YOU WISH A PRINTER OUTPUT IN PLACE  OF A SCREEN
      DISPLAY? (Y/N)"
180   CALL KEY(0,K,STATUS)::IF STATUS=0 THEN 180
190   IF (K()89)*(K()78)THEN 180
200   IF K=89 THEN Z=1::GOTO 220
210   Z=0
220   INPUT "FLIGHT ALTITUDE IN FEET-THEN PRESS ENTER.":F
230   D=F/5280::R=3966.5::B=R-D
240   C=2*SQR(R@2-B@2)
250   E=INT(C/2+.5)::G=INT(E*.8689+.5)
260   PRINT #Z:F;"FT-";TAB(12);E;"SM-";TAB(20);G;"NM"
270   PRINT "ACCURACY IS 1-2% AT 150 STATUTE MILES."
280   CLOSE #1
```

In line 240, the notation of the @ sign is substituted for the fucntion of raising to the second power. My printer will not print the proper notation, so make sure that you correct that for your particular Basic.

This program is written for the T.I. 99 computer, but I typed it into my TRS-80 model III, and only had to change three lines to make it run!

This next program is one that I have used to determine the communications path loss, and system performance. It was written for the TRS-80 by A. K. Guthrie of General Electric, and does the same thing as G.E.'s system calculator slide rule. I have found this program to be quite useful calculating the system performance of radio systems, including our UHF amateur repeater here in Boca Raton.

```
10 CLS:PRINT CHR$(23):PRINT "      SLIRULE/BAS"
20 PRINT
30 PRINT"ADAPTED FROM GENERAL ELECTRIC
40 PRINT"   RANGE CALCULATOR, ECR16F"
50 PRINT
60 PRINT "      A K GUTHRIE"
70 PRINT "      10/23/80"
80 PRINT :PRINT
90 PRINT "      EDITION 1"
100 FOR X=1 TO 1000:NEXT X:LET X=0
110 CLEAR 500
120 DEFINT B,X
130 N1$="OUT OF RANGE; REDO"
140 CLS:PRINT"MENU:  SLIRULE/BAS":PRINT
150 PRINT"  1 CALCULATE PATH LOSS"
160 PRINT"  2 CALCULATE TRANSMITTING ERP"
170 PRINT "  5 USABLE DISTANCE CALULATION"
180 PRINT"  6 SYSTEM ANALYSIS"
190 PRINT:PRINT:INPUT"ENTER YOUR SELECTION";X
200 ON XGOTO210,270,190,190,640,320:GOTO190
210 PRINT"PATH LOSS CALCULATION"
220 GOSUB850
230 CLS:ONBGOTO240,250,260:GOTO220
240 PRINT:GOSUB1510:GOTO240
250 PRINT:GOSUB1610:GOTO250
260 PRINT:GOSUB1700:GOTO260
270 PRINT"TRANSMITTING ERP CALCULATION"
280 PRINT:GOSUB1000
290 N$="":PRINT:INPUT"ENTER  (M) FOR MENU; HIT (ENTER)  FOR NEW
VALUE";N$
300 IF N$="M"GOTO140
310 GOTO280
320 CLS:PRINT"SYSTEM ANALYSIS":PRINT
330 GOSUB 350
340 GOTO 550
350 GOSUB890
360 N$="":PRINT:INPUT"ANTENNA HEIGHTS  OK (N=NO; HIT (ENTER) TO
CONTINUE";N$
370 IF N$="N"GOSUB1110
380 CLS:GOSUB890
390   N$="":PRINT:INPUT"BAND   OK   (N=NO;   HIT   (ENTER)   TO
CONTINUE";N$
400 IFN$="N"GOSUB850
410 IF B(1GOTO390
420 IFB)3GOTO390
430 IFPP=0THENPP=50:PF=0:CLS:GOSUB890
440  N$="":PRINT:INPUT"PROBABILITY  OK  (N=NO;  HIT (ENTER)  TO
CONTINUE";N$
450 IF N$="N"CLS:GOSUB1150
460 ONBGOTO470,480,490
470 GOSUB1190:GOTO500
480 GOSUB1290:GOTO500
490 GOSUB1390:GOTO500
500 CLS:GOSUB890
```

```
510   N$="":PRINT:INPUT"ERP   OK   (N=NO;   HIT    (ENTER)   TO
CONTINUE)";N$
520 IF N$="N"GOSUB1000
530 CLS:GOSUB890
540 RETURN
550 ONBGOTO560,580,600
560 GOSUB1510:GOSUB620
570 GOTO 550
580 GOSUB1610:GOSUB620
590 GOTO 550
600 GOSUB1700:GOSUB620
610 GOTO 550
620          PRINT"            **            RCVD            SIG:
";:PRINTUSING"+###.#";PT-LP-PF+PH;:PRINT"                    DBW;
(";:PRINTUSING"#####.#";1000000*SQR(50*(EXP((PT-LP-PF+PH)*LOG(1
0)/10)));:PRINT" UV)"
630 RETURN
640 CLS:GOSUB 350
650 PRINT:PRINT:PRINT
660 INPUT "WHAT IS THE MINIMUM USEABLE SIGNAL (UV) ";MS
670 ON B GOTO 680,700,720
680 FOR D=2 TO 110:GOSUB 1550:GOSUB 620
690 GOTO 740
700 FOR D=1 TO 70:GOSUB 1650: GOSUB 620
710 GOTO 740
720 FOR D=1 TO 45:GOSUB 1740:GOSUB 620
730 GOTO 740
740 IF 1000000*SQR(50*(EXP((PT-LP-PF+PH)*LOG(10)/10)))(MS  THEN
GOTO 760
750 NEXT D
760 INPUT "0 TO RETURN TO MENU, 1 TO ENTER NEW PARAMETERS";DD
770 IF DD=0 THEN GOTO 140 ELSE IF DD=1 THEN GOTO 640
780 PRINT @959," ":GOTO 760
790 GOTO 140
800 GOSUB1150
810 GOSUB1390
820 GOSUB890
830 INPUT"HIT (ENTER)";X
840 GOTO800
850 PRINT:PRINT"FREQUENCY BAND":PRINT"1 = 25-174 MHz"
860 PRINT"2 = 400-512 MHz":PRINT"3 = 800-900 MHz"
870 INPUT"ENTER YOUR SELECTION";B:RETURN
880 PRINT"ERP: ";:PRINTUSING"###.#";PT;:PRINT" DBW":RETURN
890 PRINT"**SYSTEM DETAIL SUMMARY**"
900 PRINT"ANTENNA HEIGHT (FT);  XMTR: ";HT;"; RCVR: ";HR;
910 PRINT"  (FACTOR:";:PRINTUSING"+##.#";PH;:PRINT")"
920 PRINT"BAND: ";
930 IFB=1PRINT"25-174 MHz"
940 IF B=2PRINT"400-512 MHz"
950 IFB=3PRINT"800-900 MHz"
960 PRINT"PROBABILITY: ";PP;"PERCENT;  (FACTOR: ";
970 PRINTUSING"##.#";PF;:PRINT")"
980 PRINT"ERP: ";:PRINTUSING"+###.#";PT;:PRINT" DBW"
990 RETURN
1000 REM XMTR ERP CALCULATION
1010 P=0:PD=0:PT=0:PRINT:INPUT"XMTR POWER (WATTS)";P
1020 PT=10*LOG(P)/LOG(10)
1030 GOSUB880
1040 INPUT"TRANSMITTING ANTENNA GAIN (DB)";PD
1050 PT=PT+PD:GOSUB880:PD=0
1060 INPUT"TRANSMISSION LINE LOSS (DB)";PD
1070 PT=PT-PD:GOSUB880:PD=0
1080 INPUT"OTHER XMTG ANTENNA SYSTEM GAIN/LOSS (DB)";PD
1090 PT=PT+PD:GOSUB880:PD=0
1100 RETURN
1110 HT=0:INPUT"HEIGHT, XMTG ANTENNA (FEET)";HT
1120 HR=0:INPUT"HEIGHT, RCVG ANTENNA (FEET)";HR
1130 PH=20*LOG(HT*HR/600)/LOG(10)
1140 RETURN
1150 CLS:INPUT"DESIRED PROBABILITY (50 TO 99.9 %)";PP
1160 IF PP)99.9GOTO1150
```

```
1170 IF PP(50GOTO1150
1180 RETURN
1190 P1=100-PP
1200 IF PP(95.5GOTO1220
1210 PF=19.2-4.6*(LOG(10*P1))/LOG(10):RETURN
1220 IFPP(95GOTO1240
1230 PF=14.3-5.45*(LOG(P1))/LOG(10):RETURN
1240 IF PP(85GOTO1260
1250 PF=16.5-8.5*(LOG(P1))/LOG(10):RETURN
1260 IFPP(80GOTO1280
1270 PF=19.6-11.1*(LOG(P1))/LOG(10):RETURN
1280 PF=9.65-13.8*(LOG(P1/10))/LOG(10):RETURN
1290 P1=100-PP
1300 IFPP(99.5GOTO1320
1310 PF=20.8-5.2*(LOG(10*P1))/LOG(10):RETURN
1320 IFPP(97GOTO1340
1330 PF=15.6-5.8*(LOG(P1))/LOG(10):RETURN
1340 IFPP(85GOTO1360
1350 PF=16.7-8.3*(LOG(P1))/LOG(10):RETURN
1360 IFPP(70GOTO1380
1370 PF=9-11.6*(LOG(P1/10))/LOG(10):RETURN
1380 PF=11.1-15.9*(LOG(P1/10))/LOG(10):RETURN
1390 P1=100-PP
1400 IFPP(99.7GOTO1420
1410 PF=22.4-4.8*(LOG(P1*10))/LOG(10):RETURN
1420 IFPP(98GOTO1440
1430 PF=22.9-6*(LOG(P1*10))/LOG(10):RETURN
1440 IFPP(93GOTO1460
1450 PF=17.6-7.9*(LOG(P1))/LOG(10):RETURN
1460 IFPP(80GOTO1480
1470 PF=19.7-10.3*(LOG(P1))/LOG(10):RETURN
1480 IFPP(70GOTO1500
1490 PF=10.3-13.2*(LOG(P1/10))/LOG(10):RETURN
1500 PF=12.4-17.6*(LOG(P1/10))/LOG(10):RETURN
1510 REM PATH LOSS 25-174
1520    PRINT@0,CHR$(30):PRINT@0,"DISTANCE    (2-110     MILES;
0=MENU)";:INPUT D
1530 IFD=0GOTO140
1540 IF D(2 OR  D)110 PRINT N1$:GOTO1520
1550 IF D)55GOTO1580
1560 IF D)10GOTO1590
1570 LP=88.2+42.5*(LOG(D)/LOG(10)):GOTO1600
1580 LP=122+59.6*LOG(D/10)/LOG(10):GOTO1600
1590 LP=130.8+48.2*(LOG(D/10)/LOG(10))
1600  PRINT@960,D;"MI;   LOSS:  ";:PRINTUSING"###.#";LP;:PRINT"
Db";:RETURN
1610 REM PATHLOSS400-512
1620     PRINT@0,CHR$(30):PRINT@0,"DISTANCE     (1-70    MILES;
0=MENU)";:INPUTD
1630 IFD=0GOTO140
1640 IFD(1ORD)70PRINTN1$:GOTO1620
1650 IF D)20GOTO1670
1660 LP=100+39.4*(LOG(D)/LOG(10)):GOTO1600
1670 IF D)40GOTO1690
1680 LP=133+61*(LOG(D/10)/LOG(10)):GOTO1600
1690 LP=103.5+113*(LOG(D/10)/LOG(10)):GOTO1600
1700 REM PATHLOSS800-900MHZ
1710  PRINT@0,CHR$(30):PRINT@0,"DISTANCE  (0.5   TO  45  MILES;
0=MENU)";:INPUTD
1720 IFD=0GOTO140
1730 IFD(.5ORD)45PRINTN1$:GOTO1620
1740 IFD)1GOTO1760
1750 LP=94+19.9*(LOG(10*D))/LOG(10):GOTO1600
1760 IFD)5GOTO1780
1770 LP=113.9+39.1*(LOG(D))/LOG(10):GOTO1600
1780 IFD)25GOTO1800
1790 LP=110+43.8*(LOG(D))/LOG(10):GOTO1600
1800 IF D)35GOTO1820
1810 LP=149.2+57.8*(LOG(D/10))/LOG(10):GOTO1600
1820 LP=135.5+82*(LOG(D/10))/LOG(10):GOTO1600
```

This program runs on the TRS-80 model I and III "as is". The program should convert easily to most any machine that runs something similar to Microsoft Basic. This is a long program and will take a good evening to type in to your computer. However if you have a modem and a program that will let you save text received over the modem, you can downline load this and several other programs from Colorama of Boca. Also in the BBS are programs for calculating intermodulation products, and a program that will map all the spurious responses of a receiver given the frequencies of the I.F.s and the local oscillators. There is even a program to calculate the RPM vs. Speed for various tire sizes and gear ratios for you car, truck or four wheel drive.

I want to pass along my thanks again to Mr. J. F. Hale (AZ037) for sending in his program. I have several others that I have received over the last two months, so if you have not seen yours in print yet, just hang on, it won't be long!!

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to: Scott Mattson, 2820 Bridge Ave., Point Pleasant, NJ 08742

Hello....My name is Scott Mattson and I have been selected as the new editor for the Contact/Info Wanted column. I have been an RCMA member since September of 1981 and a scanner enthusiast for many years previous. My primary scanning interest is monitoring local and regional fire and EMS communications. My other semi-related interests include fire apparatus photography and collecting fire company related ceramic mugs.

I will strive to continue the fine work seen in this column which was previously done by Amy Polivka and John Darr. This particular column has been very helpful to me in the past by securing elusive material long sought after for my files. It will be my goal to present the opportunity for other "needy" members to exchange data and, as in my case, to meet others who share mutual interests. I extend my thanks to Carol Ruth and Ginny Slick for the chance to edit this column.

MEMBER CONTACT: This member would like to contact other members in the southern New Jersey area. Prefer Gloucester, Camden and Salem counties. Will consider Delaware and Greater Philadelphia. Exchange letters, frequencys, ten-codes, and general information. LES MATTSON (NJ-187) 212 W. Broad St., Paulsboro, NJ 08066

INFO WANTED: Frequencies for police and fire depts in the Odessa, Midland, and West Texas areas.
DOUG DEARDS (TX-155) 3609 Brentwood, Odessa, TX 79762

FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has released two rule amendments, terminated two proposals and initiated 3 new proposals regarding the reserve spectrum from 890 to 947 mHz. This completely changes the proposed allotment of this band, from the proposed uses a couple years ago (see August 1983 column).

First, the Commission has issued a First Report and Order reallocating the bands from 932 to 935 and 941 to 944 mHz for Fixed (point-to-point) service. The bands will be shared by both private users and the Federal Government. Private users eligible include Common Carrier, Broadcast and Industrial licensees. The National Telecommunications and Information Administration had indicated that there is a severe shortage of frequencies for land mobile use in the 162 - 174 and 406.1 - 420 mHz bands in some areas and that this could be alleviated by the relocation of many of the point-to-point stations operating in these bands. Specifically mentioned were telemetry links used by the Corps of Engineers, the FAA and the various agencies of the Interior and Energy departments. Also, control or interconnection links for radio systems of the Coast Guard and "law enforcement, protective and custodial (?) land mobile systems". NTIA also noted that the Government has released more spectrum in the last 15 years than they have gained, making particular note of the fact that the entire 890 - 960 mHz band itself was previously used for Government Radiolocation (40 year old radio altimeters and some radars, which still operate in the 902 - 928 mHz band). Anyway, the Commission agreed that there is a need for such fixed use, that more efficient use of the 162 and 406 mHz Government bands could be made by relocating fixed stations, and that there is no other spectrum that can practically be used for the low-density fixed service needed. Also, the few Broadcast studio-to-transmitter links that still use the 942 - 944 mHz segment could probably continue operation in the band if it was shared with a Fixed service. A Further Order will be released to consider the technical rules, and the procedures for non-government sharing of the bands. No licenses will be issued until these matters are resolved, so don't look for your FBI links to move next week.

Also, the Commission has reallocated the band from 944 through 947 mHz for Broadcast Studio-to-transmitter links. This adds five 500 kHz-wide channels to those already available in the band from 947.0 - 952 mHz. The entire 942 - 952 mHz band was available for STLs until 1970, when the spectrum from 806 - 960 mHz was reallocated. At that time, the 942 - 947 segment was placed in reserve for future use in other services, but existing STL stations in that segment were allowed continued operation. The demand for additional channels has grown with the number of FM Broadcast stations and additional spectrum could not be found. (Proposed were frequencies at 2 gHz and unused UHF TV channels.) This action gives back 3 of the 5 mHz taken away in 1970, relieving the channel shortage in many metropolitan areas as well as allowing the 450 or so "grandfathered" stations to continue operation. 121 STL stations still operate in the 942 - 944 mHz segment and they will be allowed continued operation, since such use is compatible with the shared Government/non-government Fixed use of the 941 - 944 mHz band. They will be required to relocate should interference occur, though. The Commission is looking into a proposal to restructure the bandwidth requirements and the channeling plan in the 944 - 952 mHz band to possibly increase the number of channels in the band. This proposal will divide the 944 - 952 mHz band into 320 25 kHz-wide channels, instead of the present 15 500 kHz-wide channels. Channels could then be "stacked" to provide wider bandwidth when required. After 1990, the maximum bandwidth allowed would be 250 kHz for an FM station STL.

Among the proposals for the 900 mHz reserve that were dumped was one to create the Private Radio Communications Service, the "high-tech CB" service that would have been at 937 - 941 mHz, paired with 898 - 902 mHz. (See 9/83 column.) This service would have consisted of 133 channel pairs for use by John Q. Public for his personal or business communications needs. Channel selection would have been automatic, as would have identification. Simplex range would have only been 3 to 5 miles but repeaters would have been allowed, either privately owned or provided by commercial entities (for a profit). Interconnection (autopatch) would have been allowed. In terminating the Proposal, the FCC says that while there is "some public support for the proposal" there is a need to "accomodate higher priority needs". There is insufficient spectrum at 900 mHz to accomodate all the services proposed and priority must be given to expansion of the existing services. These existing services, the Private Land Mobile services at 851 mHz and the Public Cellular service at 870 mHz use trunking and/or computor technology and are by nature more spectrally efficient. Citing these alternative services (those in the VHF and UHF bands, as well), in addition to the 27 mHz CB and 462 mHz General Mobile Radio Service, they state that there are more than adequate substitutes for the PRCS. And despite its potential safety or emergency uses, the predominant use of the PRCS would be for "lower priority communications". There is still the possibility that the PRCS might be allowed in the land mobile or the cellular reserve bands outside urban areas, but this is unlikely.

The other proposal to bite the dust was the one to create a Public Air-to-Ground Radiotelephone service at 941 - 943 mHz (paired with 896 - 898 mHz). Airfone, Inc., one of the petitioners of this proposal, is presently operating a system in parts of the country under an Experimental Authorization. The Airfone system, as outlined in the proposal, is very spectrum efficient (using single sideband channels 6 kHz wide) and provides a service that could not otherwise be met in other, existing services (one of the Commissions criteria in decisions regarding allocations for new services). In a poll of 2000 airline passengers, only 50 opposed the service, citing the cost, poor audio quality, the inability to receive calls from the ground or the annoyance to other passengers. Other, supporting comments were made by aircraft manufacturers, pilot organizations and a half dozen airlines. Disregarding all this, in balancing the need for a Public Air-to-Ground Radiotelephone service with the future needs of land mobile users, the Commission again decided that priority must be given to satisfying the needs of the land mobile services (for which the reserve was originally set aside). They state that the Air-to-Ground service would only serve a small segment of the public and could be classified as a "luxury", while allocation for land mobile use would serve a broad spectrum of the public - the individual users in the Private land mobile services. They again cited the increased demand for additional channels in these services and the projected spectrum shortage by the year 2000 in the larger metropolitan areas. They did note, however, that an air-to-ground service might be permitted in higher frequency bands. A number of commenters on this proposal had suggested spectrum at 1545 mHz, which is allocated for Aeronautical Mobile - Satellite Service. What is going to happen to Airfones existing system is anyones guess. They were recently granted an extension of their Developmental license through December 1 of this year. They might continue to be given extensions to allow them to try to recoup their investment but obviously the service will not be given a permanent allocation in the 900 mHz band.

Next month: The new proposals for the 900 mHz reserve bands.

The Government Printing Office has released the four volumes of the Code of Federal Regulations, Title 47, containing the Rules and Regulations of the FCC. The volume title, the GPO stock number and the prices are as follows:

CFR Title 47,	Parts 0 - 19	022-003-95441-4	$13.00
"	Parts 20 - 69	022-003-95442-2	$14.00
"	Parts 70 - 79	022-003-95443-1	$13.00
"	Parts 80 - end	022-003-95444-9	$14.00

Each of the four volumes are also available on microfiche for $2.25 apiece. The stock numbers are different, though, and I don't

have them now, but you can just order by the volume title. (The microfiche versions will go up to $3.75 this next year.)

I have no information yet on when or if the FCC Rules are going to be printed in the loose-leaf format again, or their cost. If you only want one Part, it would be cheaper to wait and order them in that format. Part 90 for example would only cost about six bucks. But, by the same token, you get a half dozen other rule Parts for a little over twice as much money in the CFR edition. So you'll have to decide for yourself. The GPO's address is: Government Printing Office, Washington, D.C. 20402

Hi! Wow, it's May already? Cannot believe it! Hopefully everyone will dust off those frequency notes they've been sitting on all Winter and send in the new finds to share with the NEWSLETTER.

BILL FARMER (CA-VE-010), the Railroad Column Editor, says he occasionally monitors Channel Islands National Monument on 171.7000 (R-out). He says the best time to monitor is 9:00 a.m. when they have roll call and headquarters in Oxnard talks to the ranger on each island. Individually rangers sometimes call in at other times of day, too. There is no commercial power on the islands, so some of the island based transceivers are powered by solar cells and batteries. There was some talk of making Channel Islands a National Park, but Bill is not sure this has been completed as yet.

FEDERAL RAILROADS

In response to the Mention of these special railroads in the February issue, two members offered us some input:

C.W. "Bart" BARTHOLOMAI (GA-001) Sent a letter from which I quote:

> The government and military use of railroads is essentially an industrial usage, and governed by the same factors that determined whether an industry will or will not operate its own locomotives. While security may be a factor at some locations, it would be a rare exception. The need for and cost of having locomotives and crew as compared with availability and cost of service by a commercial railroad would be the basic consideration.
>
> While being employed at the Headquarters, Third U.S. Army, only Forts Bragg (NC) and Campbell (KY) of the nine posts (Third Army posts) had assigned locomotives. These were the posts with divisions. And both also required large quantities of coal, which meant more on-post car movement than needed at other posts. Coal usage has probably decreased, but the divisions and the locomotives are still present. At other installations the serving railroads spotted and picked up cars.
>
> Bragg and Campbell have unusual and perhaps unique operations. Bragg is served by Cape Fear Railways, a private entity which operates Army locomotives under contract. Campbell was on the Tennessee Central and, when it appeared that the road would

cease operations, some studies were made on the possibility of Army operation on T.C. track to connections at Hopkinsville, KY. However, the Illinois Central Gulf took over that portion of the T.C. and the problem was solved for the time. Several years later the line actually was abandoned and the Army did operate into Hopkinsville. Recently the Cadiz Railroad has initiated operations on some segments of the abandoned I.C.G. track and is now providing service to Fort Campbell.

The Army Reserve does have some railroad troop units which could operate and maintain railroads needed for support in theaters of operation.

I believe the "Fort Gillian, Chattanooga, TN" mentioned (in the Feb. column) must be Ft. Gillem at Forest Park, GA (an Atlanta suburb). It is the former Atlanta Army Depot and does have extensive track and yards, but no current Army railway activity. Southern Railway leases the yard for storage and spots and picks up incoming and outgoing cars, if any. The post is now largely administrative, although other Government agencies use some of it for storage. There are a lot of mobile homes stored for use in natural disasters. I suppose these might move by rail, but am totally unfamiliar with that program. Fort McClellan did not formerly have a locomotive, but changing use of the post and nearby railroad abandonments may have changed things there.

I would imagine Tennessee Valley Authority (T.V.A.) use of locomotives is largely coal-oriented. T.V.A. does have many plants which utilize coal instead of water power to generate electricity. Continuing movement of railroad cars within these plants would be necessary and some are several miles (via T.V.A. track) from the nearest serving railroad.

DOUG HAVILAND (NJ-152) says the frequency for the railroad at Weapons Station Earle is 140.0250.

Our thanks to both members for answering the questions. Hopefully others will follow!

CHICAGO COAST GUARD

ED SIROVY (IL-004) points out recent public announcements that the Coast Guard plans to shut down the rescue helicopter unit based at Glenview Naval Air Station, IL. They claim response time to Chicago area needs should not take much longer with the closure than they currently do. Some are in doubt, since the nearest response helicopter would be from Michigan --either Traverse City or Detroit (stated distance of 200 air miles). Coast Guard also feels Chicago Fire Department helicopters provide sufficient assistance to Lake Michigan emergencies. Coast Guard helos. also checked the local river systems for loose barges. Chicago F.D. authorities interviewed on local television seriously doubt they can provide this coverage, and may perhaps limit their rescue efforts to within the Chicago city limits to encourage the Coast Guard to remain.

DUGWAY PROVING GROUND

JOHN EVEREST (UT-016) sent the following information regarding calls used by the U.S. Army Fire Department, Dugway, Utah, on the frequency of 148.8150, station callsign is AAG-470. Dugway is located 80 miles west-southwest of Salt Lake City.

Amber 1 -- Headquarters Fire Station located at English Village (main Post Area)
Amber 2 -- Airfield Fire Station at Michael Army Airfield, 10 miles west of English Village
Amber 4 -- Michael A.A.F. Tower
Four Sixty (460) -- Security Guard Desk Sergeant located at the DITTO TECH Center / Michael A.A.F. complex

Chief 1 -- Base Fire Chief
Chief 2 -- Assistant Fire Chief
F.D. 1 -- Structural Fire Truck at English Village Station
F.D. 2 -- Structural Fire Truck at Ditto/M.A.A.F. complex
F.D. 3 -- Crash / Brush Truck at English Village
F.D. 4 -- "Big Red" P-4 Crash-Rescue truck at M.A.A.F.
F.D. 5 -- Brush Fire Truck at M.A.A.F.
F.D. 6 -- Same as "F.D. 5"
F.D. 7 -- 1100 gallon water tanker at M.A.A.F.
F.D. 8 -- Dry Chemical / Foam Fire Truck at M.A.A.F.
F.D. 23 -- Sedan used by Post Fire Inspector
F.D.104 -- Fire Chief's pick-up

Many thanks to the contributing members for another month's reading and listening enjoyment. Have a good May!!

73's -

Barry

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

I am going to continue this month with Scandanavian listings. The following is a list of police frequencies in Finland, sent to me by a Swedish member. Perhaps one of our Finnish members can add to this list for us.

39.750	Vesa, Kotka, Forssa	local police
39.800	Lahti, Karjaa, Tammisaari	"
39.850	Piekssämäki, Tapiola	"
	Espoo, Hamina, Tampere	"
39.900	Karkkila, Kirkkonummi, Hämenlinna	"
	Savolinna, Vaasa, Loviisa	"
39.950	Tikkakoski, Loima, Kokkola, Seinäjoki	"
40.000	Vammala, Riihimäki, Joutseno	"
40.050	Lohja, Kankaanpää, Lapua, Jyväskylä	"
40.100	Turku, Mikkeli, Orimattila	"
	Mäntsälä, Kurikka	"
40.150	Hela, Tammi, Lappeenranta	"
	Kuopio, Pori, Kokkola	"
40.200	Heinola, Oulu, Ikaalinnen, Kyrö, Salo	"
40.250	Valtakunta, Pori	"
40.300	Harjavalta, Nurmijärvi, Alavus	"
40.350	Järvenpää, Kerava, Turku, Imatra	"
40.400	Eemeli, Toijala, Toija	"
40.450	Liikuva Poliisi	car to car
40.500	Porvoo, Valkeakoski, Kaskinen	local police
78.3375	Liikenne Poliisi	trafic police
78.3625	"	"
78.5875	"	"
78.7875	"	"
78.8875	"	"
City of HELSINKI (including suburbs)		
164.100	Ch-1 Hätä, Palo, Peli toiminta	fire ops,training
165.125	Ch-2 District of Eira	police, simplex
165.150	Ch-3 District of Kallio	detectives, simplex

165.175 Ch-4 District of Haagam Malmi and Herttoneimi police, simplex
165.200 Ch-5 City-Wide simplex, Special ops, HT's " "
165.225 Ch-6 Nationwide simplex, Special ops.
165.250 Ch-7 District of Aleksi, Detectives police, simplex
169.900 Ch-8 District of Haaga, Malmi and Herttoniemi repeater out
170.000 Ch-9 Nationwide and Car to car, Helsinski repeater out
170.125 Ch-10 District of Eira and Pori police, repeater
170.175 Ch-11 City-wide repeater
170.250 spare channel

Note the use of frequencies in the 39 and 40 MHz. range. This is one of the few instances where these frequencies are used in Europe, except for U.S. Forces and/or special governmental of military agencies (foreign).

DENMARK

Special Frequencies

72.9875	Denmark Bureau of Customs
447.825	Security Agencies
447.450	Speed Limit Control
447.475	Traffic Police
447.800	Traffic Police

COPENHAEN Channel Allocation

Channel

1. Copenhagen, outer areas (areas P2-P8)
working channel (areas P9-P54)
84.8625 base/ 84.3625 mobile

2. Copenhagen, area P1
84.7125 base/ 84.5375 mobile

3. City of Copenhagen
on-duty reports/ questions
84.9375 base/ 84.2875 mobile

4. City of Copenhagen
chief on duty
84.9125 base/ 84.5875 mobile

5. County channel
84.6625 base/ 84.3875 mobile

6. Nationwide/ helicopters
84.7375 base/ 84.6125 mobile

7. Car to Car (all areas)
84.3375 base and mobile

8. Car to Car (Detectives only)
84.5125 base and mobile

9. Copenhagen, Handhelds (security agencies)
84.7875 base and mobile

10. Denmark Bureau of Investigations
84.2625 base and mobile

To be continued... Next month I will list the areas indicated above from P1 through P 54, with the working frequencies.

That's all for this month. Please keep your letters coming with frequency and systems information.

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:

RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550.

Please be sure to include your membership number.

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.

NO COLUMN THIS MONTH

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

*** GREETINGS FROM YOUR USER-FRIENDLY PHOTO DEPARTMENT! ***

Our first shots come from north of the border again, thanks to Gilles Thibodeau (CAN-101) in Lac-Megantic, Quebec. Gilles sells and installs scanners plus other electronic gear.

First off, we see a mobile radiotelephone as installed in a local police car. When the unit is in range of the station, landline calls are automatically patched through to the cars. Bell Canada is the wireline carrier. Transmit is on 416.6 MHz, with receive on 411.6. Note that Canadian scanners cover this band, and are one way to pick up UHF federal channels in the U.S..

Photo #2 shows a local base station. The radio at top left (with the Motorola mike) is for Civil Defense, on 148.780 MHz. One shelf down, and to the right, is a paging system for volunteer fire companies.

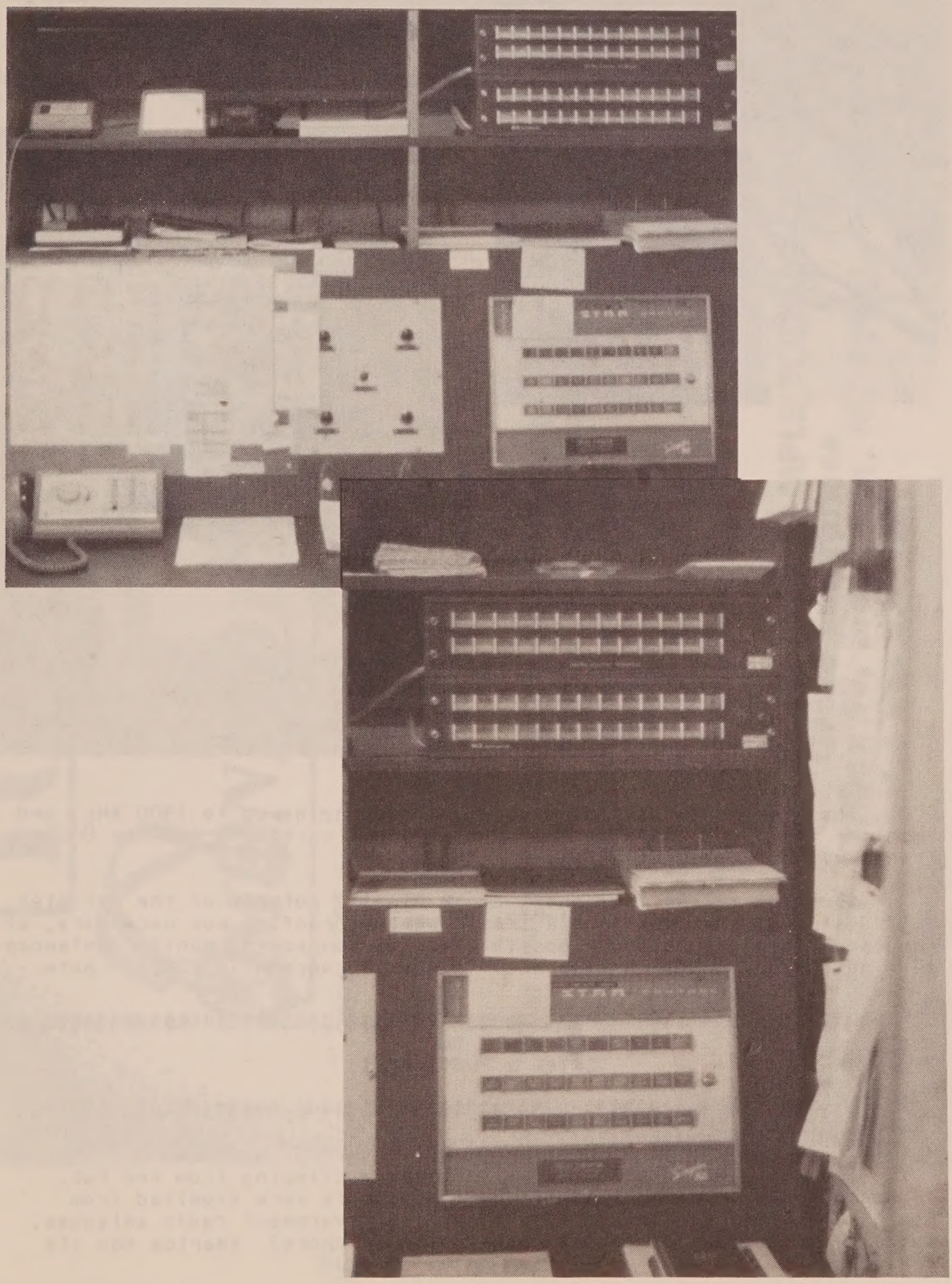
Below this is a console for a business alarm system, which also is connected to the police station by radio. These last two systems share the 411.600 MHz frequency.

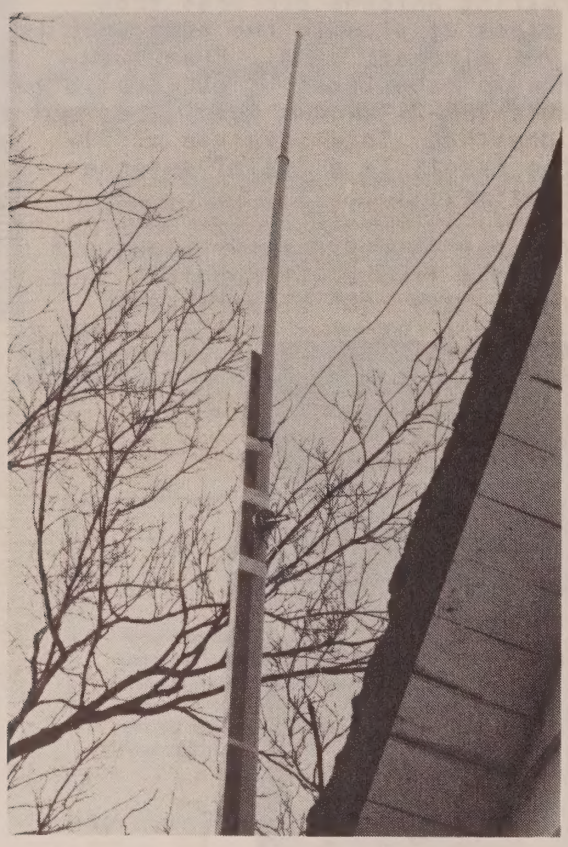
Photo #3 is a closeup of the paging and alarm setups.

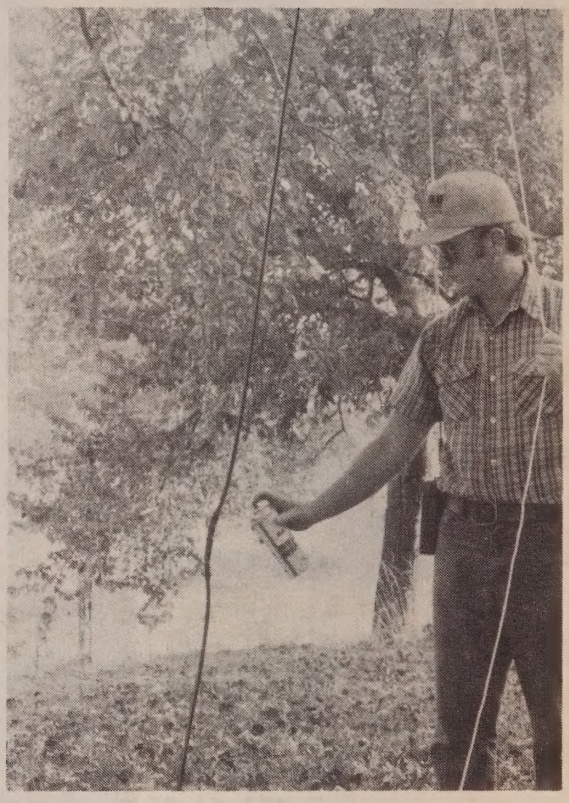
I would like to thank Gilles for an interesting look at how things are done up there.

My mail continues to bring interesting antenna pictures from Chuck Robertson (IL-1141). The wierd piece of pipe in the next shot is actually a coaxial collinear for the VHF aircraft band. "Ham" magazines and books are always telling how to make these. The idea is to make up $\frac{1}{2}$ wave pieces of good coax cable (RG-213 works well), and stack these with $\frac{1}{4}$ wave sections for phasing. This involves mostly soldering and lots of patience, and the result is a "gain" antenna resembling a quick and dirty Station Master.

The assembled sections are usually put into PVC water pipe, but if thin-wall stuff is used the thing droops like a wet noodle. Thus Chuck lashed his to a piece of 2x2 pine. Ugly, but effective.





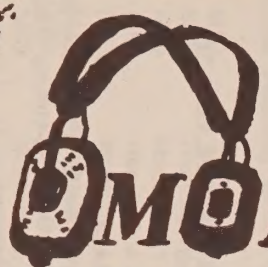


These antennas have been used on frequencies up to 1300 MHz, and monitor listeners could make some pretty hot verticals for the 800 MHz range without spending a lot.

As shown in the last shot, Chuck finally got rid of the PVC pipe and just hung the coax from a tree! Weatherproofing was necessary, of course. This suggests one possible way of concealing monitor antennas behind condos, mobile homes, etc. (always a concern in L.A.). Note the BC 100 on Chuck's belt.

$$$

TOP SECRET



MONITORING TIMES

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Public Safety

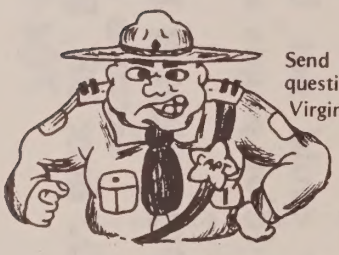
This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

Associated Public-Safety Communications Officers, Inc.

OFFICIAL TEN SIGNAL LIST

APCO states the numbering, sequence, words or word phrasing of the below listed signals may not be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.

10-1	Signal weak	10-19	(In) contact
10-2	Signal good	10-20	Location
10-3	Stop transmitting	10-21	Call ( ) by phone
10-4	Affirmative (OK)	10-22	Disregard
10-5	Relay (to)	10-23	Arrived at scene
10-6	Busy	10-24	Assignment completed
10-7	Out of service	10-25	Report to (Meet)
10-8	In service	10-26	Estimated time of arrival
10-9	Say again	10-27	License/Permit Information
10-10	Negative	10-28	Ownership Information
10-11	( ) on duty	10-29	Records check
10-12	Stand by (stop)	10-30	Danger/Caution
10-13	Existing conditions	10-31	Pick up
10-14	Message/Information	10-32	( ) units needed (Specify)
10-15	Message delivered	10-33	Help me quick
10-16	Reply to message	10-34	Time
10-17	Enroute	10-35 through 10-39 are reserved for future assignment by APCO. User option 10-40 upward.	
10-18	Urgent		



PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

John Dorsey, P.O. Box 101, Quinton, VA 23141

This month PUBLIC SAFETY SOUTHEAST covers the following subjects:
New Florida Turnpike Identifications
Monitoring West Virginia
State of Virginia - An Update
Richmond Area Amateur Repeater Details
Corrections & Updates on: Tampa Bay & St. Petersburg; Broward County (Ft. Lauderdale area); Florida State Fire Marshalls; Virginia News on state and MCI Locations! Upcoming Radio Shows

FLORIDA TURNPIKE EXIT IDENTIFICATIONS

by: Editor

The recent article on the Florida Highway Patrol - Turnpike System showed the ID numbers of the Toll Plazas with the number "4" before the Exit Number. The FHP dispatchers have made some major changes in the number IDs used on the Florida Turnpike. Troopers used to be numbered with prefix of "2" or "3", with the next two numbers showing the trooper seniority on the turnpike. Not so any longer! All turnpike troopers are now numbered with their state FHP ID number, same as other FHP troopers.

Turnpike Exits are now just IDed with the word "Exit" before their number. So, Delay Beach is now changed from "432" to "Exit 32" when called. Below, I have listed the complete Exit

listing, however, this is also shown on your toll ticket when you ride the turnpike, so update your notes when riding on the toll road, as new exits are being added!

Exit Number	Location of Exit
1	Miami - Golden Glades Interchange
4	Homestead - Key West South - Extension, located between Hollywood & Miami, on a spur which branches west and south to Homestead
6	Hollywood
12	Ft. Lauderdale South - State Road 84 Exit - Alligator Alley
16	Ft. Lauderdale Central - Sunrise Blvd. Exit
20	Ft. Lauderdale North - Commercial Blvd. Exit
24	Pompano Beach - Atlantic Blvd Exit
26	Sample Road (Deerfield Beach - North Pompano Beach)
28	Boca Raton - Glades Road Exit
32	Delray Beach - Atlantic Avenue Exit
36	Lake Worth - Lake Worth Road Exit
40	West Palm Beach (Troop HQ - FHP, Troop K)
44	Palm Beach Gardens - First Exit to I 95 South section
48	Jupiter
52	Stuart (I 95 not complete between Exit #44 & #56 drivers must take turnpike - heavy traffic!)
54	Port St. Luice
56	Ft. Pierce - joins I 95 north temp ending
60	Yeehaw Jct Exit
65	Kissimee - St. Cloud Exit
70	Orlando South
75	Orlando - Interstate 4
80	Orlando - Ocoee - Winter Garden
85	US 27 & SR 19 Exit
90	Wildwood - North End

There are some toll plazas on the "extension" of the Turnpike, but at this time they are not in this number ID plan. FHP has offices on West Palm Beach Exit (Troop HQ and southend dispatcher), Office on Orlando Exit (north end dispatcher located here), and unmanned FHP "Post" offices at several exits. See earlier FHP article for this data. FHP Turnpike system is highly directional, UHF system with many towers. System is broken at the 136 mile post, with "north" dispatcher ID'ed as "Patrol". South dispatcher is ID'ed as Parkway. (Note: Northend uses "Turnpike" on maint. frequencies.) System can be linked together, allowing car to car for full length of turnpike, when dispatchers take breaks or have need. See FHP article Oct 84 for full details on this system! Editor

MONITORING WEST VIRGINIA

by: Matthew (non member)

Of all of the areas in the Public Safety Southeast coverage, information on West Virginia is the most difficult to come by. We were more than pleased when we received a nice letter and data sheet from Matthew, who is a non-member, but who should be a member by the time this article is published. Much of the information was not directly related to Public Safety, but to business and aviation, so the balance of this information will appear in other columns soon!

155.250 MHz	Huntington Police Department F1	
155.520 MHz	Huntington Police Department F2	
158.850 MHz	Huntington Police Department 1035 F2	
159.030 MHz	Huntington Police Department 1035 F1	
153.770 MHz	Huntington Fire Department F1	
154.430 MHz	Huntington Fire Department F2	
45.280 MHz	Huntington Public Works	
45.800 MHz	Huntington Public Works	

(Editor's Note: Many members have discovered that Public Works frequencies are used by Police during nighttime hours for undercover work! Take note!)

155.400 MHz	Cabell Huntington Hospital	HEAR System 155.340 MHz
155.280 MHz	Saint Mary's Hospital	HEAR System 155.340 MHz
155.310 MHz	Marshall University Police	Also on 154.785 MHz
154.845 MHz	Barboursville Police Department	
39.540 MHz	Milton Police Department	
31.980 MHz	Milton Fire Tower	Also on 31.860 MHz
155.655 MHz	Ceredo Police Department	
155.745 MHz	Kenova Police Department	

154.385 MHz	Ceredo / Kenova Fire Department
45.240 MHz	Cabell County Emergency & Vol. Fire System

(Editor's Note: 45.240 MHz covers all county EMS, EMT, Fire units with the ID system of:

200 Series	Barboursville	600 Series	Ohio River Road
300 Series	Saltrock	700 Series	Ona area
500 Series	Culloden	800 Series	Green Valley

Matthew says there are many others, and he will update us soon!)

45.560 MHz	Cabell County Emergency & Vol Fire System, as above
39.840 MHz	Cabell County Sheriff's Department
39.980 MHz	Cabell County Sheriff (statewide net frequency)
42.100 MHz	West Virginia State Police Dispatch bases
42.120 MHz	West Virginia State Police Dispatch bases
42.260 MHz	West Virginia State Police mobiles to base
155.100 MHz	Lavalette Fire Department
154.220 MHz	Wayne Fire Department
39.920 MHz	Wayne County Sheriff dispatcher
47.620 MHz	Interstate Emergency Radio frequency
47.500 MHz	Interstate Emergency Radio frequency
39.900 MHz	Lincoln County Sheriff dispatcher
155.505 MHz	Lincoln County Mobile St. Police
155.295 MHz	F5 Lincoln County Paramedic HEAR System
155.340 MHz	Paramedic HEAR System Net
35.080 MHz	Chapman's Mortuary
157.450 MHz	St. Mary's Hospital page system
163.250 MHz	Cabell Huntington Hospital Paging
155.235 MHz	Lavalette Rescue & Fire dispatch
153.950 MHz	Wheeling Fire & Rescue dispatch
153.890 MHz	Charleston Fire & Rescue dispatch
154.385 MHz	Charleston Fire & Rescue dispatch
154.400 MHz	Beckley area special emergency
154.650 MHz	Charleston Police (also 154.710 MHz; 159.150 MHz; 159.210 Mhz)
154.950 MHz	Wheeling Police (also 155.010 MHz)

(Editor's Note: This listing has extensive RR, Business, some aviation and quite a bit of KY data in it. I will send the listing to RR editor next, and he will forward it on to next editor!)

STATE OF VIRGINIA - MAY 1985

MONITORING WILLIAMSBURG AREA By Allen, VA-087

Williamsburg Police	460.050 MHz	Repeater	Police Dispatcher
William & Mary College	460.425 MHz	Repeater	Campus Police Dispatcher
Williamsburg Fire & Rescue	154.145 MHz	Simplex	Dispatch, Daily alarm test at 1900 James City County 154.145 also
Eastern State Mental Hosp	155.370 MHz	Simplex	Dispatcher, Mutual Aid
James City County Police	453.100 MHz	Repeater	Dispatcher County Police
James City County Sheriff	39.900 MHz	Simpex	County Sheriff
James City County Animal	37.180 MHz	Simplex	Animal Control Dispatch
James City County Fire	154.355 MHz	Repeater	Dispatcher, Fire Rescue Alarm test at 1900 Daily
James City County Police	154.650 MHz	Simplex	Police mobile units, uncertain
York County Sheriff	453.150 MHz	Repeater	Dispatcher
York County Fire Rescue	154.400 MHz	Repeater	Dispatcher, Fire Rescue Alarm test at 1900 Daily
York County, General use	155.895 MHz	Repeater	General County use
SIRS (Wide Area Use)	39.540 MHz	Simplex	Mutual Aid for Police
"T CAP" Mutual Aid Net	453.800 MHz	Repeater	Tidewater Mutual Aid Network
Mobile Wide Area Internet	453.450 MHz	Repeater	Mobile to Mobile, Mutual Aid
Virginia Rescue Squads	155.205 MHz	Simplex	Statewide use by Rescue Squads
Peninsula Fire Mutual Aid	154.265 MHz	Simplex	Mutual Aid Network
HEAR Network	155.340 MHz	Simplex	Also uses 155.400 MHz

In his comments, Allen asks that Tidewater area members send in codes, fire station locations and other information helpful to monitoring. He also submits the following data, asking that those in the area offer comments... 39.900 MHz listed to Williamsburg Sheriff, but nothing heard except tests by radio shops. Eastern State Mental Hospital vehicles have a UHF antenna, yet use 155.370 MHz. Anyone know what the UHF is for? Allen notes that William & Mary Campus Police also on 460.050 MHz repeater. Allen is not sure how the 154.650 MHz is used, and would appreciate comments.

RICHMOND VIRGINIA AMATEUR REPEATERS

by: Allen, VA-087

143.990 MHz - ARMY MARS (input 148.010) radio teletype at 1900E, voice at 1800E Statewide linked repeater system.

145.110 MHz - K4YPE, Central VA Amateur Radio Society, located downtown Richmond on 12 story building. System has ACC controller package and hosts Richmond ARES and weekend teletype.

145.430 MHz - Metro Repeater Assn. · Weekend teletype (RTTY) from this wide area repeater, located at 1100' - 800' above ground. (Editor's note: This is the same frequency of the Green Mtn. repeater in NC.) ID is W4SQT

146.640 MHz - WB4QEY, Telephone Pioneers/VA Amateur Radio Assn., Henrico & Hanover ARES, swap net, located 100' in western Henrico County.

146.880 MHz - WA4ZBE, Richmond Amateur Telecommunication Society. Repeater is up 475' SW of Richmond, auto phone patch, ACC controller, the "main machine" for Richmond activity. 40 Mile mobile radius.

146.940 MHz - W4ZA, Richmond Amateur Radio Club, located 350' feet at the VA State Police HQ. News & Info net on Monday at 9PM.

147.030 MHz - WA4JST, Commonwealth Radio Society, located in NW Henrico County. general rag chew machine for the area.

147.060 MHz - WA4ECM, Chester VA ARES, linked by six meters (50 MHz band) to the Lexington area.

147.135 MHz - N4HB, South Richmond area, rag chew machine.

Other Area Repeaters:

147.240 MHz	Petersburg VA	147.270 MHz	Gum Springs VA
147.390 MHz	Petersburg VA	148.410 MHz	Navy MARS (?)

Richmond Area Nets:

Richmond ARES Net	Thursdays 8:30PM	145.110 MHz
Henrico ARES Net	Thursdays 7:30PM	147.510 MHz
Hanover ARES Net	Mondays 7:30PM	146.640 MHz
Chesterfield AREA Net	Sun & Wed at 8:30PM	147.060 MHz
MRA ARES Liason Net	1st Sunday 7:30PM	145.430 MHz
Hopewell/Prince George AREA	Sundays 7:00PM	147.390 MHz
Richmond Area Swap Net	Mondays 8:00PM	146.640 MHz
Amateur NEWS & INFO NET	Mondays 9:00PM	146.940 MHz

(Editors Note: Additional information on amateur repeaters in the MAR 85 editon of RCMA NEWSLETTER.)

UPDATES - CORRECTIONS - UPDATES

Editor's Note: I have always said that the quickest way to bring about response from YOUR area is to submit something. The others living in your area will respond with corrections, additions and updates! This column is living proof of these words:

From Joe, MD-015: Corrections to Tampa Bay Civil Defense FEB 85... Tax Appraiser should be corrected to read 453.350 MHz; Call Sign for Tampa Water Department is KBL9389; County Highway Department F1 KBA-880 151.085 MHz Repeater; F2 KBA880 151.040 MHz Repeater; Call Sign for Tampa Fire is KIA633 & F1 is 154.430 MHz - F2 is 154.220 MHz. Joe comments that MED 8 is the main MED channel for Tampa, and is call signed KYT302. Joe lists his data as being obtained from Hillsbrough County Civil Defense, Sheriff's Office and Tampa Radio Communications.

From Al, FL-191: A very nice listing on the Tampa FL Police, frequencies and codes. Since we did an update on Tampa Bay a few months back, I will be forwarding this information to John for his future use.

From Scott, FL-033: Margate, Sunrise, Plantation Coconut Creek and Deerfield PDs are all now dispatching their own cars in Broward County FL now. Tamarac Police and North Lauderdale are the only ones left on CDC 154.890 MHz now. Atlantic Inter-City Ambulance and Medics are now transmitting on Broward County FL EMS frequency of 471.1125 MHz now. They are still being actually dispatched on 155.205 MHz, but show up on Broward EMS and Boca Raton Fire frequency of 154.400 MHz to advise of ETAs and conditions. Scott wants to know if any South Florida members are interested in getting together for a local club. Scott also sends in a four page report on the new Regency MX-2000, which I will forward to Steve of Tech Topics for printing and comments!

John, MD-???: Updates us on the St. Petersburg Fire Central Dispatch by saying that Channel "A" is 154.070 MHz and used for general dispatching, Channel "B" is 154.205 MHz and is used

for Mutual Aid and response data. Tones are now being used for #16, Gandy Fire, and for #17 Pasadena (Rescue 17 EMS, Squad 16, and Brush #16). Mutual Aid for the Greater St. Petersburg area is 154.340 MHz. John also reports that 450.5875 MHz is being used by traffic reporters for the Tampa Bay area.

Dave, FL-031: Sends in information that State Fire Marshalls are using 39.160 MHz in the Orlando area. Also, Dave submits a newspaper article which tells that a local Orlando scanner listener helps police locate and arrest a burglary suspect, following a police broadcast. These things do happen, and the article gave scanner buffs a pat on the back!

Allen, VA-087: Submits a two page letter regarding changes in Virginia. MCI and State of VA have signed an agreement that will allow MCI to build a 300 foot tower on State property in Powhatan, MCI has been granted state access to all of it's VA sites. Several statewide communications systems have been proposed, such as a general paging system. Allen also mentions that FYI and MCI have had problems getting zone approval for the cellular tower sites in Goochland and Hanover counties. Chesterfield County will begin testing 800 MHz gear as early as this summer. Plans by Chesterfield are pretty complex, but results won't be known until testing is complete. Allen asks that members who know baud rates and other data regarding CAD/MDT systems send in the information (to Steve of Tech Topics) for printing. He was quite impressed with a Kantronics Hamtest unit. (Note: Police "digi" units are 1200 baud in most cases and can be printed with a demodulator using the right tone pair and baud rates... Editor) Allen sends in a nice collection of data on amateur repeaters in the Richmond area which appear in this article.

FROM THE CAPTAIN'S DESK

If you took the time to read Thoughtwaves for this month, you already know that this is my last month as Editor for Public Safety Southeast. I leave the column with mixed feelings, most certainly. Working with those of you who have been kind enough to send in letters and material for the column has been a pleasure. I hope you will continue to support the new editor who follows me. John Dorsey, VA-078, will be starting as your new editor next month. John has been very supportive in my efforts to cover Virginia, offered ideas and suggestions for improvement, and will be doing an excellent job, I am sure. Starting with the close of this issue, you are asked to send all contributions for the Public Safety Southeast directly to John.

John Dorsey
Public Safety Southeast Editor
Post Office Box 101
Quinton, Virginia 23141

John already knows what it is like to cover areas of Virginia with style. Now, with your help and following, he will attempt to cover the entire area which makes up the Southeast. Being an Editor is not an easy job. It is hard to get material sometimes. When you have lots of data, it is hard to pick just enough of each to give fair and equal coverage to all of your states. And too, you have to make your articles informative, worth reading and readable. It involves many hours each month reading material, answering letters and then writing your articles in the proper format, without mistakes. I wish John lots of luck, and I ask each of you to support him with your input! I promised John that I would not drop out of sight, so you can expect to see my input for months to come as a RCMA contributor, just like you! My sincere thanks to all of you, and I hope you will enjoy my new effort as your General Editor!

In the past, I have devoted some of the Public Safety Southeast to other subjects such as the Radio Shows section. I will be taking these with me, since they are of a general interest and hope for input from other areas of the country too. My new job will involve survey efforts, data collection for special articles, and other things to get each of you more involved in the club, and therefore make it better for all.

For those of you who have submitted material and not seen it in print as of this issue, rest assured that all information will be forwarded to John, and he will be using your data!

RADIO SHOWS - SOUTHEAST

May 4 & 5:	Greenville Hamfest & Flea Market, Greenville, SC
May 4 & 5:	Hamfest, Flea Market, Albany, GA
May 18:	Swapmart and Hamfest, Durham, NC
May 11 & 12:	Roanoke Division ARRL Plan Meet, Raleigh NC
May 18 & 19:	Alabama State ARRL Convention, Birmingham, AL
May 18 & 19:*	Hamfest, Lake Hartwell, GA
May 25 & 26:	Greater Knoxville Hamfest, Knoxville TN

May 26: Roanoke Valley Amateur Radio Club Hamfest, Roanoke, VA
May 26:* Hamfest, Harmans, MD

June 2:* Hamfest & Swapmart, Humbolt, TN
June 2:* Hamfest, Manassas, VA
June 8:* Hamfest, Bowling Green, KY
June 13 & 14:* Hamfest, Rossville, GA

* Indicates that dates are based on last years event, and should be double checked as some change is possible. We wish to thank the Repeater Journal, Southeastern Repeater Association, Post Office Box 5655, Greensboro, North Carolina 27435 for their assistance in collecting this information. Monitor local ham repeaters for conversations, directions and other information related to these events.

My thanks and appreciation to all who made this column possible this month, as it is a collective effort of active RCMA members! And, my sincere best wishes to John, your new editor! Support him as you did me, and this column will grow and get even better! I wish him well, and will be a regular contributior! (((73s))) Bill Mauldin

PUBLIC SAFETY — SOUTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Ken Pehl, P.O. Box 5063, Austin TX 78763

Greetings and welcome to the May column. There are quite a number of announcements to pass along, which may cut into the space for the column articles, so please pardon the short introduction and the abbreviated material for this month.

To start off this month's column, I have an announcement to make: effective with this month's column, I will no longer be the sole editor of this column. There will now be two editors of this column, very similar to the way the Railroad and the Low band columns are being handled. This change was necessary due to the work load brought on with my work and other duties. When I tried to resign and find a replacement among my Texas "kitchen cabinet" advisors, several advised me to consider, as an alternative, an assistant or co-editor on a trial basis, provided the logistics of a split location editor worked out. I felt very flattered at this show of confidence. Richard Quintanilla (TX-43) of Austin has stepped forward and offered to help out. He is located relatively nearby, so whenever a face to face consultation is required to work out some details, such meetings are still practical. I know you will find Richard to be a capable editor. So please welcome aboard the editorship wagon Richard Quintanilla, TX-43.

Along with this modification in editorship, please note that the column mailing address has been changed as well. My old address will still be valid, however, in case anyone would still prefer to contact me here or if some column input has been mailed out recently. In other words, the mail will still arrive in the proper hands if sent to my address. Eventually, I would prefer the Austin PO Box become the central collection point of all column material.

The next announcement is that the Austin Radio Listeners Club has ceased producing a newsletter on a mail out basis. The newsletter was already being produced on only an "as needed" basis; however, with the decline in meeting attendance and the increase in postage rates, Richard, TX-43, has decided to make the bulletins, when needed, available on a handout sheet basis when one attends the meetings. In other words, if you want to find out what is happening in the Austin area and obtain the occasional bulletins, attend the meetings!

Another announcement this month is the advance notice to all interested parties of the 3rd Annual Texas RCMA State Convention. The convention will be held on Saturday, July 27, 1985 from 1:00PM to 4:30PM at the Pasadena Public Library in Pasadena, TX. Contact Ed Lentz, TX-45, at 609 Yorkshire, Pasadena, TX 77503 for further

details on how to get there, etc. Please be sure to include a self-addressed stamped envelope for his return reply. Plan now to attend.

And the last announcement for this month: A few months ago, I requested someone to index the back issues of the column. David Fuller (LA-31) has graciously forwarded an index for the period Jan 1981 to Dec 1984. This index will be published (hopefully) in the near future. Richard and I are in the process of typing it up now. In addition, Richard has indexed the pre-1981 period. When all the indexes are consolidated and typed up, they will be published in this column for the benefit of all readers. I would like thank David very much for his extensive efforts to index the past columns. That is quite some chore. I would also like to thank Ed Lentz and Terry Colgan for stepping forward and offering to index the columns as well. I knew I could count on the readership to come thru and they did.

Now with all those announcements aside, please allow me to introduce your new Public Safety-South Central column co-editor. Richard, tell us all a little bit about yourself....

Greetings... Beginning this month, Ken and I will be co-editing the column. I've known Ken for a couple of years now and know what kind of work load he has and how much time he has spent on the newsletter. After talking about it for some time, we felt that between the two of us, we could split the work load. Fredericksburg is only about an hour's drive from Austin, and having made a few trips up his way myself, we felt it would be no problem getting together to write the column. Again we must remind you that the new mailing address for the column is now: RCMA South Central Column, P.O. Box 5063, Austin, TX 78763.

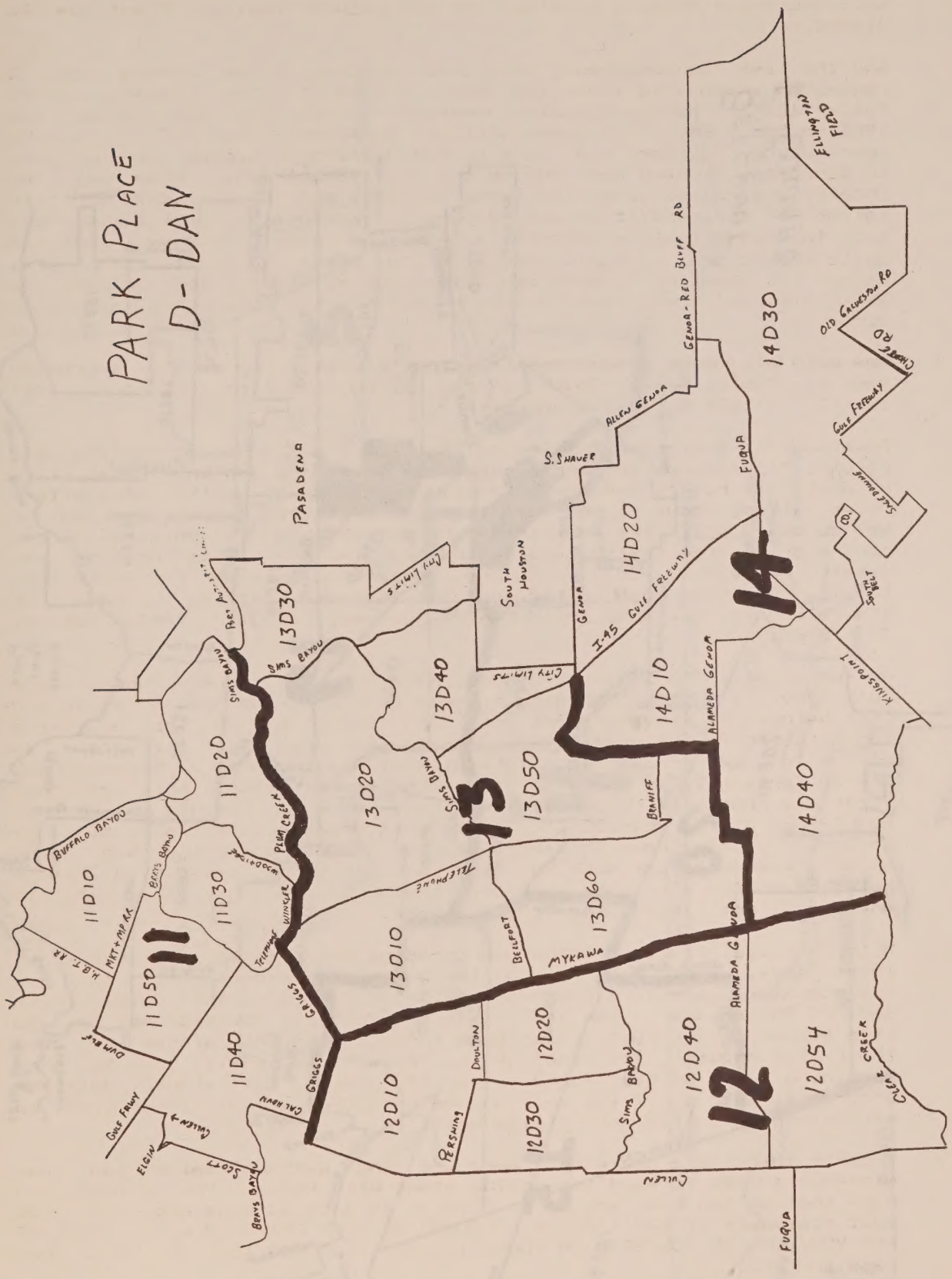
As for myself, I'm 27 years old and have been an RCMA member since July 1980. I'd been listening to scanners for two years prior to that before I finally sent off my (then) $12.85 for a year's subscription to the Newsletter. The Newsletter, like scanners, has come a long way since then. My equipment now includes a Radio Shack PRO-30 (presently in the shop for the fourth time; more on this later), a couple of ole crystal radios -- a R.S. Pro-47, a Regency ACT-R-106, plus a Bearcat 210 and a Sears brand scanner (also made by Regency?). These come in handy whenever there's something big going on or whenever I just want to hear a little of everything that's going on. I've also got a Radio Shack DX-120 that I listen to whenever I get tired (?) of the scanners.

With frequency lists or files now becoming too big for notebooks or index cards, we all must rely on the wonders of modern electronics -- the computer. I have a Commodore 64, with Commodore 1541 disk drive and MPS-801 printer. Ken has access to basically the same set up, so it's become easy for us to exchange info. If anyone wishes to send their list on disk, let one of us know. We shall try to work something out. We have found a pretty good, yet simple database program to keep our files on. Anyone on a C-64 system interested in exchanging info this way, please write in!

I can't think of a whole lot more to add without being too long winded. I look forward to working along with Ken on the column and hope that we can keep you up to date on as much as possible, but you must remember: WE CAN'T WRITE A COLUMN OR HAVE FEATURES WITH LISTINGS FOR YOU, UNLESS YOU SEND IN YOUR LIST AND INFORMATION TO US... Now back to Ken...

And now on to this month's news:

From HALG : The remainder of the Houston PD district maps as presented in Part I, last month follow: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GENOA
ELLINGTON FIELD
OLD GALVESTON RD
GULF FREEWAY
SOUTH BELT
KINGS POINT
ALAMEDA GENOA
BRANIFF
SIMS BAYOU
BUFFALO BAYOU
BRAYS BAYOU
PLUM CREEK
TELEPHONE
WINKLER
MYKAWA
BELFORT
DIXIE FARM
GULF FWAY
ELGIN
SCOTT
CALHOUN
GRIGGS
DIXIE FARM
DOUTON
PERSHING
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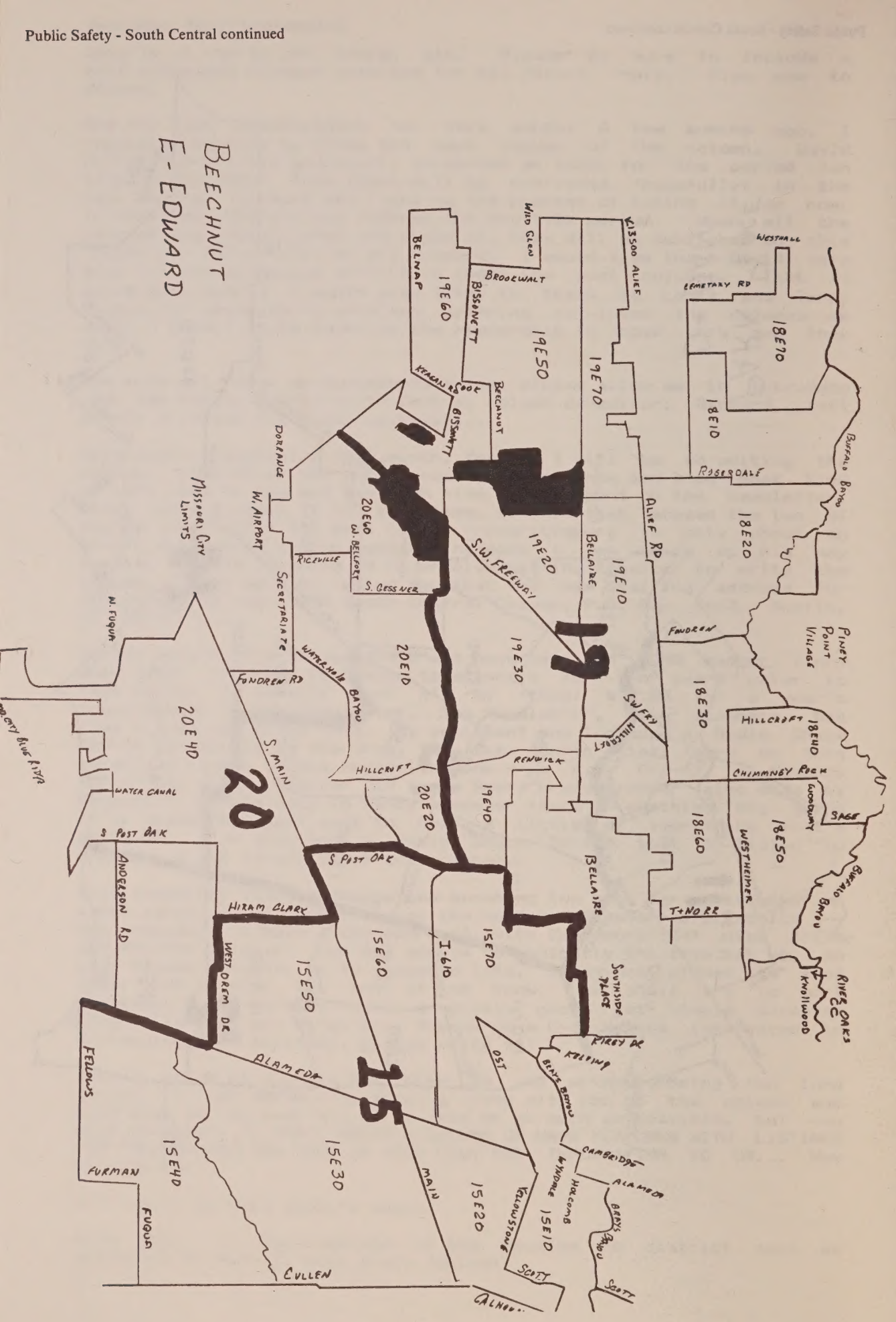
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BUFFALO BAYOU
ALIEF RD
BELLAIRE
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FONDREN
PINEY POINT VILLAGE
HILLCROFT
CHIMNEY ROCK
WOODWAY
SAGE
WESTHEIMER
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KNOLLWOOD
RENWICK
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SECRETARIATE
S. GESSNER
W. BELFORT
MISSOURI CITY LIMITS
N. FUQUA
FONDREN RD
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BAYOU
HILLCROFT
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WATER CANAL
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ANDERSON RD
HIRAM CLARK
WEST OREM DR
FELLOWS
ALAMEDA
FURMAN
FUQUA
CULLEN
MAIN
I-610
SOUTHSIDE PLACE
KIRBY DR
KELLING
BRAYS BAYOU
CAMBRIDGE
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KELVINSTONE
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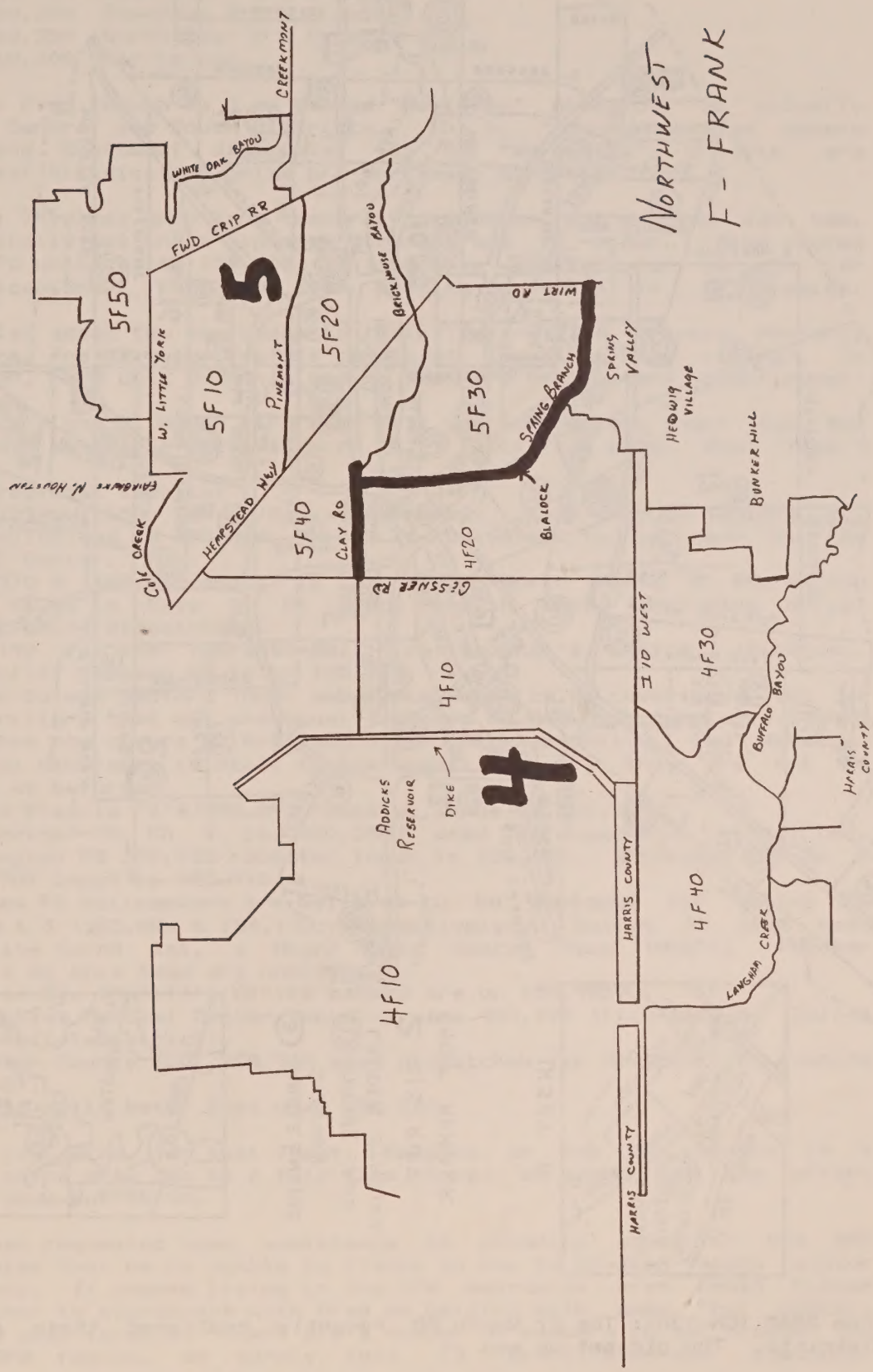
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WHITE OAK BAYOU
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BRICKHOUSE BAYOU
WIRT RD
5F30
SPRING BRANCH
SPRING VALLEY
HEDWIG VILLAGE
BUNKER HILL
FAIRBANKS N. HOUSTON
COLY CREEK
HEMPSTEAD HWY
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CLAY RD
BLALOCK
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GESSNER RD
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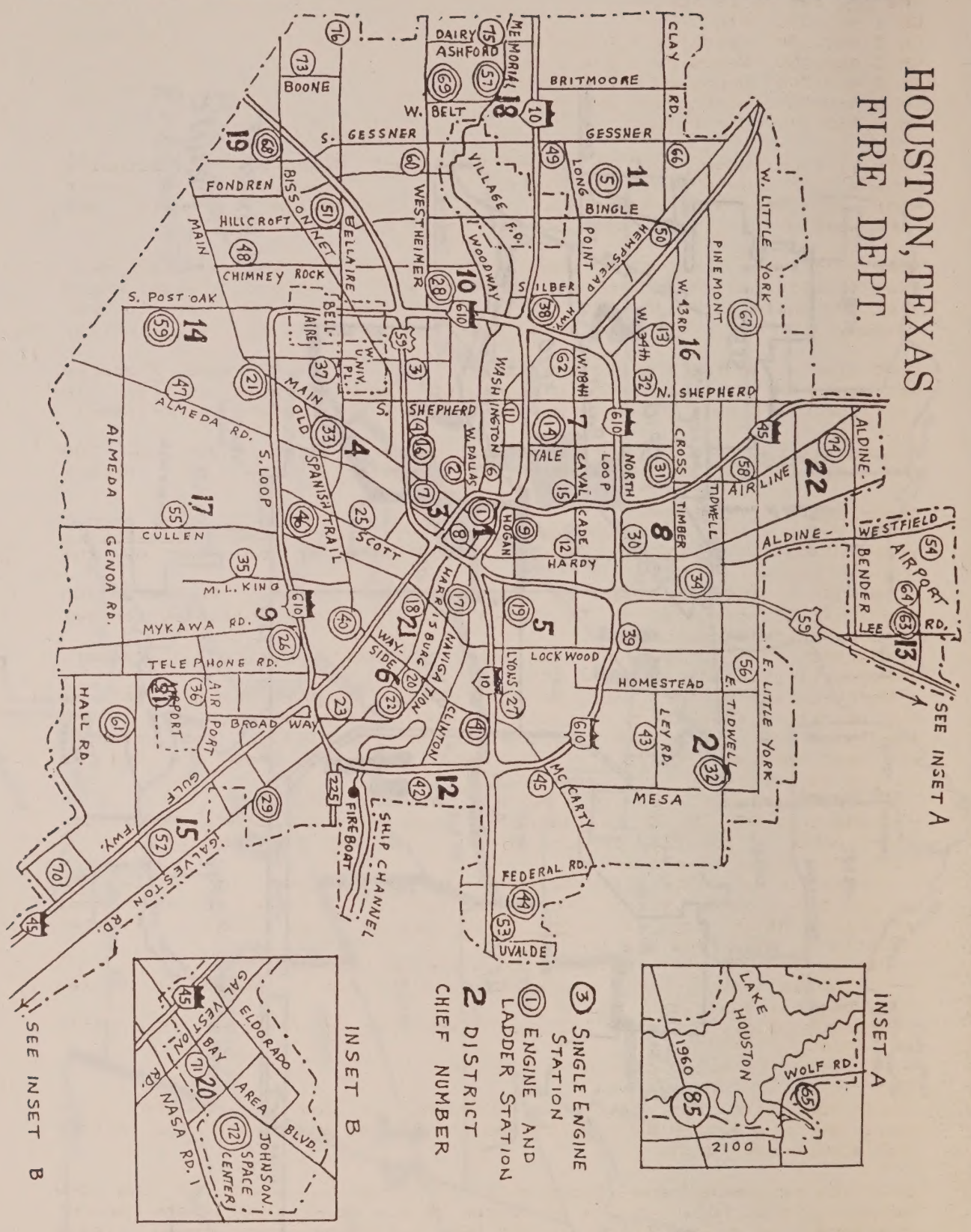
HARRIS COUNTY
4F40
LANGHAM CREEK
4F10
HARRIS COUNTY



From BRAD (OH-138): The Ft Worth PD recently realigned their radio districts. The old set up was --

(OLD)

Ch 1	460.050	Downtown / E & F units
Ch 2	460.100	Westside / C & D units
Ch 3	460.150	PIC
Ch 4	460.200	Car-to-car
Ch 5	460.250	Northside/ G & H units
Ch 6	460.300	Eastside / A & B units

The new set up is now --
Ch 1 460.050 PIC
Ch 2 460.100 Eastside / A & B units
Ch 3 460.150 Westside / C & D units
Ch 4 460.200 Downtown / E & F units
Ch 5 460.250 Northside/ G & H units
Ch 6 460.300 Car-to-car

Note 1: Even though Ch 3 is called "Westside" dispatch, it actually covers Central and South districts. Ch 4, "Downtown" also covers West and Southwest districts. Ch 5, "Northside", G-units are Northwest districts; H-units are Northeast districts.

Note 2: This may only be a temporary situation, but as you can see, they finally got their alphabet straight and in order. Also noted are FWPD units using 154.950 (TX Intercity mobile) for car to car communications. FWPD is also phasing-in MDT's in all units.

FWPD also added two new codes to their list -- 71 = Private Property accident. And 72 = for Traffic complaint (usually drag racing). In addition, FWPD Unit J-209 is one of the FWPD helicopters (confirmed).

Rumors are the Ft Worth Fire Dept will be activating their new 800 MHz radio system, effective March 1. (Editor's note: Boo! Hiss!)

Other regional tidbits:
--453.725/KVX 650 is UT/Dallas security, even though Police Call lists UT/Dallas as 453.350, which is believed to be used by the Medical Center.
--151.370 R (159.375 input) is City of Ft Worth Parks & Recreation Dept. 46.52 is City of Ft Worth Health Dept, including animal control units dispatching.
--154.190 is the Tarrant Co. Fire Marshal's Office (Firecom).
--Edgecliff Village FD is on 155.775.
--Hurst-Euless-Bedford (HEB) ambulance seems to be covering a lot of new territory that was previously covered by Regional Ambulance. HEB Ambulance now covers N. Richland Hills, Richland Hills, and Watauga. Regional Ambulance is still in business; however, they are not as active as before.
--Grand Prairie PD's 154.890 repeater input is 156.150.
--Grapevine PD Ch 3 is 453.350, used for computer inquiries.
--Arlington PD 154.935 repeater input is 155.655. Arlington PD Ch 2 (155.070) input is 155.910.
--Dallas PD helicopters are believed to be equipped for Dallas FD ch's 2 & 3 (153.890 & 154.130, respectively). Dallas FD also has, effective March 1st, a High Angle Rescue Team (HART). Further details on this team are unknown.
--Dallas Co. Sheriff's Office pagers are on 155.985.
--UT/Dallas Medical Center security uses 453.725 (licensed to Dallas Co. Hospital District).
--Johnson County S.O. 158.745 also dispatches for Alvarado PD (units 401-403).
--Forest Hills Water Dept uses 155.040.

Thank you, Brad, for that input. Keeping on top of changes in a major metro area can be a full time chore! We appreciate the effort you always put forth.

Brad has requested some assistance in covering areas of the DFW metroplex that he is unable to listen to due to RF dead spots and/or distance. If anyone living in the DFW metroplex area could please volunteer to coordinate with Brad on helping with some "hot spots", please step forward. There are a number of members in and around the the DFW region, so surely this is practical and possible.

From DAVID, TX-149: David wrote to clarify the Ft Worth EMS ambulance situation. Emergency medical service in the Ft Worth area is provided by Daniel EMS, a private ambulance company. However, Ft Worth Fire Dept acts as a "first responder" on all medical emergencies, (ie, EMS calls). FWFD average response time is 2-1/2 to 3 minutes, whereas Daniel's response is about 5 to 6 minutes. All Ft Worth FD firefighters are state certified emergency medical

technicians (EMT's). Later this year, the ambulances will be stationed at strategically located fire stations. This change will decrease response time and lower the operating cost.

David also reports on the FWFD communications system:

Ch 1 - Alarm channel. Used exclusively by the apparatus, operations, and district offices.

Ch 2 - primary fire fighting/fireground channel.

Ch 3 - secondary fire fighting/fireground channel.

Ch 4 - Administrative channel. Used by administration, training, supply, and shop divisions.

(Editor's note: Due to the potential change over to the new 800 MHz band, the above info may no longer be valid by the time this is in print.)

FWFD dispatch codes and status definitions:

Pre-alert - (is given from 0700 hrs to 2200 hrs) This states the nature of the emergency and location. Fire alarm follows stating stations and companies responding, cross street and operating channel.

In extremely heavy radio traffic conditions, alarm will go on condition red, which means all non-emergency air and telephone contact should cease. To lift condition red, alarm will broadcast condition green, which means conditions have returned to normal.

When first company(ies) arrive on the scene and report nothing showing, all other responding companies will reduce to Code 1.

Still alarm - one apparatus responds.

Code 1 - non-emergency, no lights, no siren. Code 2 - Red lights and siren until 2 or 3 blocks from scene, then reduce to Code 1 status. Code 3 - Full emergency. Red lights and siren. Code 4 - In service, standing by at incident scene. Code 5 - In service, returning to normal assignment.

Code Blue - police needed immediately.

Nothing showing - First companies see no smoke, fire, or no emergency.

Smoke showing - First companies see smoke only from unknown source in building and will investigate further.

Working fire - Flames and smoke showing. Requires immediate fire fighting action.

Fully involved - Entire building is involved with flame, heat, and smoke.

All clear - (primarily in search and rescue) no people found.

Under control - Forward progress of fire has been stopped. However, fire is not yet extinguished.

Tap out - Fire has been completely extinguished.

Thanks, David, for that fine detailed report on the FWFD communications system. Please keep us posted on their future progress on 800 MHz. We shall be looking forward to hearing from you in the future.

From GARY, TX-94: Gary, after an understandable absense from

reporting in, has sent a short note advising the TX Forestry Service office in Neches accesses the Area 2 repeater on 159.360 with an input of 151.190. Can anyone add some further info on the TFS radio system? (Editor's note: Aside from the info below, info on the TFS is severely lacking.)

From KEN, TX-3: From yours truly--I had the distinct pleasure to have the opportunity to tour the Tx Forestry Service's only (so far) Mobile Command Post. The Command post consists of a converted travel trailer, purchased from federal surplus and converted to a communications post by the TX A&M University. The command post's radio equipment consists of a CB, a VHF-low band 2 channel transceiver, a VHF-high band mobile telephone, an 8 channel VHF-high band transceiver for the TFS radio system channels plus several hand held units (I was unable to obtain the frequencies), and a synthesized, Wulfsberg brand VHF-high band transceiver. A 55 ft crank up tower with all the appropriate antennas and hardware accompanies the trailer, being stowed atop the trailer while in transport. This mobile command post has been stationed in Fredericksburg, TX by the TFS and is on 24 hr call for use anywhere in the state, as needed in an emergency. The command post, when activated, would be manned by personnel from the Fredericksburg VFD's communications team. The main purpose of the command post is to help coordination when a wild fire or range fire situation erupts and wherein a number of fire departments are involved and their respective fire communications are incompatible. This command post can then help coordinate these departments by communicating between and among the various departments. The TFS plans to have 5 or 6 of these type vans purchased, equipped, and located in various regions of the state within the next few years.

And with that folks, it is time to fold up for this month. Before closing, I would like to thank all the fine members for their support of the column and also for the confidence and support in my editorship. As this new dual editorship gets underway, I hope the support continues. Thank you and see you next month.

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware, and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Greetings again from the Northeast! This month we present an excellent article by Les (NJ-187) on the Gloucester County New Jersey region; an area just to the east of Philadelphia and one rampant with fascinating communications. Thanks Les for a great piece of work.

A few notes from my home state: Berskshire County, a region whose communications I never quite understood, operates its main county police net on 153.965. 154.740, which has been listed just about everywhere as the main channel for police operations in the region, is actually a relatively inactive channel two for town police bases to talk with one another. If you happen to be passing through this most western and mountainous of Massachusetts counties (on the Mass. Turnpike for instance) make sure it is 153.965 that you monitor (along with 159.030 and 159.180 the turnpike channels). For fire in that region, 154.310 is a countywide dispatch channel.

It has been reported that along with the high-band vehicle extender that the Mass. State Police have been using in eastern Mass., the frequency 465.0125 is in use for extenders in the southeast portion of the state. This is a must channel, along with all other normal state frequencies, if you happen to be travelling to Cape Cod where the "Staties" run a number of speed traps. A final note from the Alarm Room News editor Keith Victor of Connecticut, 155.625 is used in Springfield, MA as an additional channel by that city's fire department. Not exactly kosher but very interesting to know. Thanks, Keith.

From Les (NJ-187):

While recently compiling a personal index to RCMA Newsletters, from January 1981 thru December, 1984, I discovered my home county of Gloucester County had not yet been covered in any articles during that time!

With that in mind, I have enclosed 6 pages of Gloucester Co.-related information for consideration in your column. I think my submission makes a nice package.

The Gloucester County Fire District and vehicle numbering info came directly from theG. C. Communications Center. The G. C. police frequencies and vehicle numbering comes from my notes and experience, as does the ten codes, terms and abbreviations and the sheet of Glou. Co. utilities.

My hometown of Paulsboro is located in the western part of Glou. Co. and is sited on the Delaware River, across from the Philadelphia, Pa. International Airport. From our shoreline, we can look across to the airport (only ½ mile away) and even see the planes as they taxi along the runways!!

We get plenty of aircraft traffic, Philadelphia Police, Fire and EMS frequencies. Camden, N. J. is 12 miles to the north of us and we can easily pull in their various transmissions.

The Delaware River is full of marine craft from aircraft carriers to pleasure craft and from tugs and barges to U. S. Coast Guard cutters.

This area of ours is a most envious one for owners of scanners! It seemed very odd that no one has profiled Gloucester County previously.

GLOUCESTER COUNTY, NEW JERSEY EMERGENCY FREQUENCIES

FIRE, RESCUE AND AMBULANCE

The Gloucester County Fire, Rescue and Ambulance companies and squads are dispatched by the Gloucester County Communications Center in Clayton, New Jersey. This center is known as "G-1."

The transmitting towers are located in Clayton (the south tower) and in Mount Royal (the north tower.) The center is manned by two dispatchers and one supervisor around the clock.

The Gloucester County Fire Districts and Vehicle Numbering:

Dist. Sta.	Company or Squad	Vehicle Numbers
5	**Woodbury City**	
5-1	Friendship Fire	511-519
5-2	GoodWill Fire	521-529
5-9	Woodbury Ambulance	591-599
6	**West Deptford Township**	
6-1	Thorofare Fire	611-619
6-2	Verga Fire & Amb.	621-629
6-3	Colonial Manor Fire	631-639
6-6	GreenFields Fire	661-669
6-8	National Park Fire & Amb.	681-689
6-9	West Deptford Ambulance	691-699
7	**Westville Borough**	
7-1	Union Fire	711-719
7-2	Independent Fire & Amb.	721-729
9	**Deptford Township**	
9-1	Oak Valley Fire	911-919
9-2	Union Fire	921-929
9-3	Jericho Fire	931-939
9-4	Community Fire	941-949
9-5	Tacoma Fire	951-959
9-6	New Sharon Fire	961-969
9-7	Helping Hand Fire	971-979
9-8	Almonesson Lake Fire	981-989
9-9	Deptford Amb. & Rescue	991-999
10	**Washington Township**	
10-1	Grenloch Fire	1011-1019
10-2	Whitman Square Fire	1021-1029
10-3	Hurffville Fire	1031-1039
10-9	Washington Twp. Amb.	1091-1099
13	**Wenonah Borough**	
13-1	Wenonah Fire & Amb.	1311-1319
15	**Woodbury Heights Borough**	
15-1	Woodbury Hts. Fire & Amb.	1511-1519
17	**Paulsboro Borough**	
17-1	Paulsboro Fire	1711-1719
17-2	Billingsport Fire	1721-1729
17-9	Paulsboro Ambulance	1791-1799
18	**Logan Township**	
18-1	Bridgeport Fire & Amb.	1811-1819
18-2	Repaupo Fire	1821-1829
19	**East Greenwich Township**	
19-1	East Greenwich Fire	1911-1919
19-2	Mount Royal Fire	1921-1929
19-9	East Greenwich Amb.	1991-1999
21	**Greenwich Township**	
21-1	Gibbstown Fire & Amb.	2111-2119
22	**Mantua Township**	
22-1	Barnsboro Fire	2211-2219
22-2	Mantua Fire	2221-2229
22-3	Centre City Fire & Amb.	2231-2239
22-4	Sewell Fire & Amb.	2241-2249
22-9	Mantua Twp. Ambulance	2291-2299
23	**Harrison Township**	
23-1	Harmony Fire & Amb.	2311-2319
23-2	Ewan Fire	2321-2329

Dist. Sta.	Company or Squad	Vehicle Numbers
25	**Swedesboro-Woolwich Township**	
25-1	Woolwich Fire	2511-2519
25-9	Woolwich Ambulance	2591-2599
26	**Glassboro Borough**	
26-1	Glassboro Fire	2611-2619
26-8	Glassboro State Amb.	2681-2689
26-9	Glassboro Ambulance	2691-2699
28	**Pitman Borough**	
28-1	Pitman No. 1 Fire	2811-2819
28-2	Pitman Patrol Fire	2821-2829
28-3	Highland Chemical Fire	2831-2839
28-9	Pitman Ambulance	2891-2899
29	**Monroe Township**	
29-1	Williamstown Fire	2911-2919
29-4	Monroe Twp. Ambulance	2941-2949
29-5	Cecil Fire & Amb.	2951-2959
29-9	Monroe Twp. Paid Amb.	2991-2999
36	**South Harrison Township**	
36-1	Harrisonville Fire	3611-3619
36-9	Unity Ambulance	3691-3699
39	**Elk Township**	
39-1	Aura Fire	3911-3919
39-2	Ferrell Fire & Amb.	3921-3929
39-3	Lawns Fire	3931-3939
41	**Clayton Borough**	
41-1	Clayton Fire	4111-4119
41-9	Clayton Ambulance	4191-4199

Dist. Sta.	Company or Squad	Vehicle Numbers
43	**Franklin Township**	
43-1	Franklinville Fire	4311-4319
43-2	Janvier Fire	4321-4329
43-3	Star Cross Fire	4331-4339
43-4	Malaga Fire	4341-4349
43-5	Forest Grove Fire	4351-4359
43-9	Franklin Twp. Amb.	4391-4399
48	**Newfield Borough**	
48-1	Newfield Fire	4811-4819
48-9	Newfield Ambulance	4891-4899
81	**Gloucester County Fire Police**	
81-1	Fire Police	8111-8119
100	Gloucester County Fire Training Grounds	
1000	Gloucester County Office of Emergency Management (Formerly Civil Defense)	
	FM 1 County Fire Marshal	
	FM 2 Deputy Fire Marshal (North)	
	FM 3 Deputy Fire Marshal (South)	
County Arson Squad		5061-5069
	MOBILE COMMUNICATIONS	
Field Comm 1		Field Comm 43
	PARAMEDIC UNITS	
	Life Support 1 (North)	
	Life Support 2 (South)	
	OUT OF COUNTY STATIONS	
82	Chews Landing Fire	821-829
84	Blackwood Fire	841-849
344	Brooklawn Fire	3441-3449
43-7	Landisville Fire	4371-4379
83-1	Reliance Fire (Woodstown)	8311-8319

Additions To County Numbering System

LOCAL Office of Emergency Management
CD plus District Number

LOCAL Fire Marshal
FM plus District Number

In addition to the fire, rescue and ambulance dispatching, the center can also dispatch the Gloucester Co. Roads Department (frequency 159.120) on week-ends and after daytime working hours.

The emergency frequencies in use include:

154.130.....Glou. Co. Fire Band (F-1) = Dispatch (KNAW-775)
154.355.....Glou. Co. Fire Band (F-2) = Response (KNAW-775)
154.265.....Glou. Co. Fire Band (F-3) = Mutual Aid (KNAW-775)
153.785.....Statewide EMS Netwk.(F-4) = SPEN-4 (KNAN-655)
155.085.....Fire Field Communications = Firegd. (KNAN-655)

155.265.....Glou. Co. Ambulance Band = EMS-1 (KNAT-231)
155.340.....Glou. Co. Hospital Band = EMS-2 (KNAT-231)
155.280.....Statewide EMS Band = EMS-3 (KNAT-231)
153.785.....Statewide EMS Network = EMS-4 (KNAN-655)

GLOUCESTER COUNTY POLICE

Gloucester County Police Departments are dispatched by local police dispatchers rather than by a central communications center. However, a central communications system is being studied.

All Gloucester County Police Departments use a common county frequency and then often switch-over to their separate local frequency. The switch-over is used to relieve traffic on the shared county frequency and also to ensure a greater degree of privacy.

The single frequency shared by all the police departments is 158.970. This is referred to as the "County Band." The switch-over frequencies are referred to as "5-1","switch-over"or "37".

GLOUCESTER CO. POLICE FREQUENCIES AND VEHICLE NUMBERING

Police District	Borough or Township	Radio Frequency	Call Sign	Vehicle Numbering
1	Pitman	158.745	KLL-614	101 to 104
2	Paulsboro	158.820	KMA-552	201 to 209
3	Woodbury	158.760	-	301 to 309
4	West Deptford Township	158.835	KDQ-362	401 to 409
5	Deptford Township	159.150	KEJ-871	501 to 529
6	Wenonah	153.980	KMK-455	-
7	Monroe Township	158.865	-	701 to 709
8	Greenwich Township	154.085	KLQ-370	801 to 805
8	Logan Township	154.085	KEF-924	809 to 810
8	Woolwich Township	154.085	KLQ-370	831 to 834
9	Glassboro	158.895	KBJ-638	901 to 919
10	Washington Township	158.805	KFT-636	10-1 to 10-19
11	Franklin Township	159.165	-	11-1 to 11-4
12	National Park	158.760	-	3-81 to 3-83
13	Clayton	158.820	KVA-534	13-1 to 13-4
14	Glou. Co. Sheriff's Dpt.	158.970	-	14-1 to 14-39
15	Mantua Township (Ch. 2)	158.790	-	15-1 to 15-15
15	Mantua Township (Ch. 4)	159.105	-	15-1 to 15-15
15	Harrison Township)-		-	15-21 to 15-24
15	Woolwich Township)-	158.790	-	15-26 to 15-29
15	Elk Township)-	&	-	15-36 to 15-39
15	South Harrison Twsp.)-	159.105	-	15-41 to 15-44
15	East Greenwich Twsp.)-		-	15-71 to 15-75
15	Woodbury Heights)-		-	15-91
16	Westville	155.145	KDR-284	16-1 to 16-9
17	(NONE)	-	-	-
18	Prosecutor's Office	-	-	-
19	Glou. Co. Coroner	158.970	-	M. E. One

Camden County and Gloucester County "Ten" Codes

Code 1 = Return to Headquarters
2 = Back In Service (In Car)
3 = Out of Service (Out of car)
4 = Telephone Call
5 = Meet With/Wants to See You
6 = Radio Check/Radio Test
7 = Pickup
8 = To Bank
9 = Hold On, Wait, Standby
10 = Investigation
11 = Fire
12 = Suspicious Person
13 = Prowler
14 = Drunk
15 = Motor Vehicle Accident
16 = Hit and Run Accident
17 = Burglary or Larceny
18 = Hold Up/Robbery
19 = Caution-Armed
20 = Stolen Vehicle
21 = Cancellation
22 = Hurry/Urgent
23 = Drowning
24 = Location
25 = Escort or Convoy
26 = Assistance Needed (Routine)
27 = Civil Disturbance
28 = Bomb Threat
29 = Alarm Activated
30 = Available
31 = Emergency (Clear Radio
32 = Delaware Valley Fugitive Search Plan in affect
33 = Vehicle Stop
34 = N.C.I.C.Check (?)

Code 46 = Any Messages?
47 = Disabled Motor Vehicle CK
48 = Loud Party
49 = House or Business Check
50 = Cannot/Do Not Transmit
51 = Violation/Improper Radio
52 = Racing Vehicles
53 = Suspicious Vehicle
54 = Tow Truck, Wrecker Needed
55 = Radar Check
56 = Ambulance
57 =
58 = Stolen Vehicle Check
59 = Motor Vehicle Regist.
60 = N. C. I. C. Check
61 = Homicide
62 = Obscene or Sex Crime
63 = Narcotics Offense
64 = Robbery
65 = Vandalism
66 = Shoplifting
67 = Mentally Disturbed
68 = Wants or Warrants Check
69 = Juvenile Complaint
70 = Animal Complaint
71 = Fight/Assault
72 = Time Check
73 = Shooting
74 = Suicide
75 = Notify Medical Examiner
76 = Missing Person
77 = Domestic Disturbance
78 = Notify Prosecutor
79 = Notify Chief
80 = At My Home/meal break

35 = Disregard
36 = Understood, O. K., Yes
37 = Use Other Band, 5-1, SWO
38 = Meal Break
39 = Warrant Service Attempt
40 = Assignment Completed
41 = Report Condition At Scene
42 = Dead
43 = Rescue Squad
44 = Fire Department
45 = Rest Room

81 = Neighbor Complaint
82 = Notifications
83 = Noise Complaint
84 = Check Well Being Of
85 =
86 =
87 =
88 =
89 =
90 =

100 = Radio Silence - Emergency

The Gloucester County Ten Codes are essentially the same as those for Camden County. Gloucester County uses "10-36" or just "36" for "received", "yes" or for "acknowledged." Camden County uses "10-4" instead.

The Township of Deptford (Gloucester County) has its own ten codes, different from the Gloucester Co/Camden Co. codes. With minor differences, the Deptford Township ten codes are the same as those of Cherry Hill Township (N.J.)

GLOUCESTER COUNTY AREA UTILITIES

48.120.....Atlantic City Electric Company
48.360.....Atlantic City Electric Company
151.985.....New Jersey Bell Telephone Company
158.340.....New Jersey Bell Telephone Company
48.140.....Public Service Electric & Gas Company
158.130.....Public Service Electric & Gas Company
153.695.....South Jersey Gas Company
153.440.....South Jersey Gas Company
47.140.....New Jersey State Highway Department
47.300.....New Jersey State Highway Department
155.955.....Gloucester County County Band
159.120.....Gloucester County Roads Department
159.165.....Franklin Township Roads Department
37.940.....Salem County Roads Department
154.980.....National Park Utilities
154.085.....Greenwich Township & Logan Twsp. School Buses

NEW JERSEY STATE AGENCIES

44.980.....N. J. State Police (Mantua) Route 295
155.190.....N. J. State Police (Moorestown) N.J.Turnpike
151.190.....N. J. Dept. of Environmental Prot. (F-1)
159.375.....N. J. Dept. of Environmental Prot. (F-2)
453.875.....N. J. Turnpike Road Service
159.345.....N. J. Fish & Game Comm. (Williamstown, N.J.)

LOCAL AMATEUR RADIO

146.820.....Camden 2-meter Repeater
147.180.....Barnsboro 2-meter Repeater
147.060.....Mid-Atlantic Amateur Radio Club
147.360.....Delaware County Amateur Radio Association

COMMON AREA TERMS & ABBREVIATIONS

A. C. E.....Atlantic City Electric Company
Black Bridge.....Bridge separating Paulsboro & Thorofare
C. J.....County Jail, Woodbury, N. J.
C. P. A.....Country Place Apartments, Wash. Twsp.
County I. D.....Co. Mobile Crime Lab (photos & fingerprints)
C. D.-1.....Office of Emergency Management
D. C.....Deputy Chief
D. W.....Dog Warden (Animal Patrol)
Dewatering.....Pumping Water from a flooded basement

E. R.....Emergency Room (hospital)
Forty-four.....Route 44; Broad Street; Crown Pt. Road
F. M.....County Fire Marshall
Five-one.....Switch over to another frequency
F. T. A.....Failure To Appear in court
G-1 .....Glou. Co. Fire Communication Center
G-35.....Glou. Co. Area Conservation Officer (Game Warden)
Landline.....Telephone Call
Lock Job.....Locked Car Door Opener (Slim Jim; Car tool)
M.E.-1 .....Glou. Co. Medical Examiner (Coroner)
S-1 .....Glou. Co. Swat Team (Special Weapons and Tactics)
Seventy-Six.....76 Truck Stop in East Greenwich Twsp.
U. M. H.....Underwood Memorial Hospital (Woodbury)

PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows - Iowa, Kansas, Missouri, Nebraska, N. Dakota, South Dakota, and Minnesota:

Rudy Brockmueller, RR 2, Box 50, Freeman, SD 57029

This month is one of the favorite for many farmers as this month brings out all those things we have been waiting for all winter; things like green grass, the dense growth of small grains, those first long rows of corn and soybeans as they break the surface. Most of all it gives us the chance to see the first hope of a successful year.

My sincere apologies to the North Central membership for the lack of a column last month. I'm especially sorry that I could not use all of the material submitted by the anonymous Minnesota member. If that member would contact me perhaps something could be worked out.

This month we have some material from the Des Moines, IA area, some of which is similar to that which appeared in the Nov. 84 newsletter. Some information also appeared in the Feb. 83 and Apr. 80 newsletters.

The Minnesota material is basically from the Twin Cities area and includes some info from Wisconsin. Other newsletters that have covered this area at least in part are; Jan. 84, Dec. 83, July 83, Mar. 83, Feb. 82, Sept. 81 and Aug. 79.

Next month look for some info from the Linn County, Iowa area. Other than that I'm about out of info, so if I don't hear from some of you soon, it will be a slow dry summer.

IOWA

-----Des Moines Area

Madison County

154.725	KAC-359	Operations
154.190	WXB-821	Fire
155.910		Info
155.250	KAC-359	Ambulance and Rescue

Madison County Ambulance units are 205,206, 207, and 208. They use the following signal codes.

Signal 1 - 10-50 PI
Signal 2 - Cardiac Disorder
Signal 3 - CVA
Signal 4 - Fall
Signal 5 - Other Medical Problem

Macksburg and Truro are First Responder Units. St. Charles and Earlham are Rescue Units. Madison County Ambulance talks

on 155.400 regional loop for C. Med. located in Des Moines at Mercy Hospital. Methodist Hospital in Des Moines is the trauma center that life flight (155.175) flies from. This may change or already has, as a new ambulance service has moved into Des Moines.

Truro Fire Dept.- 154.190
Base- Unit 850
Pumper- Unit 851
Tanker- Unit 852
Jeep- Unit 853

Warren County
154.370 KJS-818 Fire
155.190 Operations

West Des Moines
155.535 Ch 1- PD
155.805 Ch 2- PD and city
155.130 Ch 3- Detectives
154.160 Fire

WDM base has these also
154.310 Polk Fire
155.475 Mutual Aid
155.370 Point to Point
155.790 LEA

If Polk County base goes out, West Des Moines has been a backup at times.

Cars have the following frequencies:

Polk Operations	154.815	R
Polk Info	155.580	R
Iowa LEA	155.790	R
Mutual Aid	155.475	
IHP Base	155.640	
WDM Ch. 1 & 2	155.535 & 155.805	
WDM Ch. 3 on portable only	155.130	

Most older officers have 2 channel radios in their private cars. Channels 1 & 2 West Des Moines.

Windsor Heights
158.820 Fire
158.730 PD
As of October 1, 1984, PD switched to being dispatched from Polk County Command. It is uncertain how their local PD channel will be used as they are dispatched on Polk County operations and do license checks on Polk Co. 155.580. Their car radios already had these frequencies, plus LEA, IHP base, Mutual Aid and Fire channel. The fire dept. is also dispatched from Polk Co. They already had Polk Co. Fire on their radios (154.310). They are calling their local freq. (158.730) Channel 6 for car to car.

Clive
156.150 PD
155.940 Fire

Urbandale
159.210 R PD
154.250 Fire
154.280 Fire
153.860 City
Cars have a full radio including LEA, Mutual Aid, Polk Co. operations and IMF. Base has Mutual Aid and Point to Point.

Urbandale used to be on UHF but couldn't put any other agency's frequency on their radios, so they switched to VHF last year. I suspect they still have their portables for undercover on UHF. Ch. 1- 460.450, Ch. 2- 460.375, Ch. 3- 460.225, Ch. 4- 460.525. Does anyone know of any more frequencies they may use on VHF? I know they have more, but none are listed in Police Call. The 154.280 Fire frequency is Dallas Co. Fire channel. The city of Urbandale borders on Dallas Co. line. They use it for Mutual Aid and Dallas County.

The following signal codes are used in this area.

Windsor Heights

1- Contact Chief
2- Call Residence
3- Patrol Car Maint.
4- Dinner
5- Shoplifter
6- Intelligence Subject
7- At PD Station
8- Relief Dispatcher
9-
10- Radar
13- Coffee Break
25-10- Switch Freq.

Urbandale

1- Personal
2- Call Station
3- City Garage
4- Chow
5- Violator
6- Court
7- Building Check
8- Station
9- Radar
10- Coffee
13- (?)
17- Home (?)

West Des Moines

1- Prowler
2- Domestic
3- Criminal Mischief
4-
5- Burglary
6- Illegal Parking
7-
8- Dead Animal
9- Stray Animal
10-
11-
12-Thief
13- Coffee
14- Turn Gas Pump on
15- Open Fire Door
16- Restroom

10-Codes

10-10 Fight in Progress
10-11 Dog case
10-14 Report of Prowler
10-15 Civil disturbance
10-16 Domestic Trouble
10-17 Meet Complaintant
10-18 Complete assignment
10-19 Return to _____
10-26 Detaining Subject, exped.
10-30 Illegal use of radio
10-31 Crime in progress
10-32 Man with gun
10-34 Riot
10-35 Major crime alert
10-36 Correct time
10-37 Investigate susp. vehicle
10-38 Stopping Susp. vehicle
10-39 Urgent, Light and siren
10-40 Silent run, no L. and S.
10-41 Beginning tour of duty
10-42 Ending tour of duty
10-43 Information
10-44 Request to Leave patrol
10-45 Animal carcass at ____
10-46 Assist Motorist
10-47 Emergency Road rpr. needed
10-48 Traffic stnd needs repair
10-49 Traffic light out
10-50 Accident, F, PI, PD
10-51 Wrecker needed
10-52 Ambulance needed
10-53 Road Blocked
10-54 Livestock on highway
10-55 Intoxicated driver
10-56 Intoxicated Pedestrian
10-57 Hit and Run F PI PD
10-58 Direct Traffic
10-59 Convoy or escort
10-60 Squad in vicinity
10-61 Personnel in area
10-62 Reply to message
10-63 Make written copy
10-64 Message for local
10-65 Net message
10-66 Message cancellation
10-67 Clear to read net
10-68 Dispatch Information
10-69 Message received
10-70 Fire Alarm
10-71 Advise nature
10-72 Report progress on Fire
10-73 Smoke report
10-74 Negative
10-75 In contact with
10-76 Enroute
10-77 ETA
10-78 Needed Assistance
10-79 Notify coroner
10-82 Reserve lodging
10-84 If meeting, advise ETA
10-85 Will be late
10-87 Pick up checks
10-88 Advise telephone at
10-90 Bank alarm
10-91 Unnecessary use of radio
10-93 Blockade
10-94 Drag racing
10-96 Mental subject
10-98 Prison or jail break
10-99 Wanted or stolen

Thank you Ed (IA-045) and Donna (IA-052). Any errors might very likely be the editor's! Send in corrections.

Ed would like to know if anyone has the frequency for Per Mar Security in Des Moines?

Donna would like to correspond and exchange info with others in the Des Moines area and southern Iowa. Perhaps you can get together in the contact/info column.

MINNESOTA

Twin Cities Area-

HENNEPIN COUNTY

460.025 Minneapolis Police South 1
460.100 Minneapolis Police North 2
460.175 Minneapolis Police Northeast 3
460.250 Minneapolis Police Car to Car 4
460.425 Minneapolis Police Info 7
154.340 Minneapolis Fire
154.235 Minneapolis Fire #2
155.610 Hennepin Sheriff - Primary 1
155.820 Hennepin Sheriff - Emergency 3
154.800 Hennepin Sheriff Water Patrol 5
154.385 Hennepin Fire - Primary
154.355 Hennepin Fire 2
155.700 Bloomington Police
154.070 Bloomington Fire
155.535 Brooklyn Center Police
154.430 Brooklyn Center Fire
155.685 Crystal Police
154.430 Crystal Fire
155.670 Edina Police
154.415 Edina Fire
155.430 Golden Valley Police
154.250 Golden Valley Fire
155.850 Hopkins Police
154.040 Hopkins Fire
155.430 New Hope Police
154.250 New Hope Fire
460.475 Minneapolis/St. Paul Airport Police
155.790 Richfield Police
154.205 Richfield & Airport Fire
153.860 Robbinsdale Police
153.770 Robbinsdale Fire
154.740 St. Louis Park Police
154.310 St. Louis Park Fire
460.075 University of Minnesota Police

RAMSEY COUNTY

460.150 St. Paul Police Primary 2
460.050 St. Paul Police Midway 1 (10 am- 2 am)
460.450 St. Paul Police Car to Car 3
460.225 St. Paul Police Special Events 4 (DVP)
460.375 St. Paul Info 5
154.130 St. Paul Fire Primary
154.010 St. Paul Fire 2 (Paramedics)
155.625 Ramsey Shefiff Primary
154.770 Ramsey Sheriff 2
460.325 UHF information- Ramsey County
154.220 Ramsey Fire
154.370 Lake Johanna Fire (Truck to Truck)
154.860 Maplewood & North St. Paul Police
154.190 Maplewood, East City Line Fire
154.160 Mounds View Fire
155.040 North St. Paul Police 2
155.070 Roseville Police 2
154.400 Roseville Fire
155.880 White Bear Lake Police & Fire

EMERGENCY AND STATEWIDE FREQUENCIES

155.475 Statewide Police Emergency
460.275 Metro Emergency
155.370 Point to Point - Dispatcher
154.295 Fire Mutual Aid - Statewide

MINNESOTA HIGHWAY PATROL

42.92 Golden Valley, Marshall, Detroit Lakes Dispatch
42.66 Golden Valley, Marshall, Detroit Lakes Car
42.64 St. Paul, Mankato, Brainerd Dispatch
42.72 St. Paul, Mankato, Brainerd Car

42.54 Rochester, Duluth, Thief River Falls Dispatch
42.76 Rochester, Duluth, Thief River Falls Car
42.50 St. Cloud, Virginia Dispatch
42.76 St. Cloud Car
42.66 Virginia Car
42.82 Game Warden Statewide Dispatch
42.82 Statewide Patrol Intersystem
42.88 Aircraft & Radar Enforcement Statewide

STATE HIGHWAY MAINTENANCE, SNOWPLOWS, ETC
151.115 Minneapolis
151.055 Minneapolis
151.070 St. Paul
151.025 St. Paul

MINNESOTA DNR
151.325 Primary
151.265 Overload
151.475 Emergency

MINNESOTA COUNTIES
155.640 Anoka Sheriff Primary #1
155.565 Anoka Sheriff County Wide #3
154.815 Anoka Sheriff Admin. South #2, Col. Hghts, Fridley, Spring Lake Police
154.980 Anoka Sheriff North Admin. #2, Most other Anoka Cities
154.280 Anoka County Fire
158.940 Anoka City Fire
154.160 Blaine, Spring Lake Park Fire
156.000 Columbia Heights Fire
154.370 Coon Rapids Fire
153.950 Fridley Fire
155.760 Blue Earth Sheriff
155.190 Blue Earth/nicollet Sheriff
155.310 -Mankato Police
154.310 -Mankato Fire
155.550 Carver Sheriff Primary
155.985 Carver Sheriff 3
155.310 Chisago Sheriff Primary
155.025 Chisago Sheriff 3
155.595 Dakota Sheriff Primary
155.415 -Apple Valley, Lakeville, Farmington Police 2
155.655 -Burnsville Police
155.865 -Burnsville Fire
154.785 -Eagan, Inver Grove, Rosemount Police
154.175 -Eagan, Inver Grove Fire
155.520 -W. St. Paul, Lillydale, Mendota Hts. Police
154.445 W. St. Paul, Mendota, Hastings, Apple Valley, Lakeville Fire
158.820 - South St. Paul Police and Fire
155.925 Goodhue Sheriff
155.025 -Cannon Falls Police and Hospital
155.025 Isanti Sheriff
155.730 LeSueur Sheriff
154.965 McLeod Sheriff
154.415 McLeod Fire
155.490 Mille Lacs Sheriff
155.580 Olmstead Sheriff Primary
155.805 Olmstead Sheriff 2
155.490 -Rochester Police 2
154.370 -Rochester Fire
155.130 Pine Sheriff
155.730 Rice Sheriff
155.250 Scott Sheriff Primary
155.745 Scott Sheriff -Car
154.145 Scott County Fire
155.490 Sherburne Sheriff Primary
155.835 -Elk River Police 2

155.925 Sibley Sheriff
155.415 St. Louis Sheriff
155.670 Virginia Repeater
155.640 Ely Repeater, Duluth
155.595 Duluth Police Primary
154.310 Duluth Fire
155.625 Stearns Sheriff
155.070 -St. Cloud Police
154.370 -St. Cloud Fire
155.715 Wabasha Sheriff
155.190 Washington Sheriff Primary
154.845 Washington Sheriff Admin.-Stillwater
155.085 -Cottage Grove, Newport, St. Paul Park Police
45.20 -Bayport, Forest Lake Fire
39.20 -Lower St. Croix Valley Fire
154.265 -Washington Fire- Hugo, Stillwater, Lake Elmo, Newport
155.130 Wright Sheriff Primary
156.210 Wright Sheriff 2

WISCONSIN

155.775 Barron Sheriff
155.730 Burnett Sheriff
158.730 Douglas Sheriff
155.685 -Superior Police
155.595 Dunn Sheriff
155.130 Peirce Sheriff
155.550 Polk Sheriff
155.625 Rusk Sheriff
155.580 St. Croix Sheriff
155.745 St. Croix Sheriff 2
155.955 -Hudson Police 2
154.325 -Hudson/River Falls Fire
154.400 -Hudson/River Falls Fire 2
155.940 -River Falls PD 2
42.38 Highway Patrol Dispatch
42.22 Highway Patrol Car
154.680 Highway Patrol Car

HOSPITALS

155.325 Divine Redeemer
155.340 SPRH (ER), Statewide Hospital
155.400 North Memorial Administration
154.010 St. Paul Fire Paramedics, (SPRH CCU)
463.325 Hennepin County General Admin. 3
155.265 Olson Ambulance
461.150 Smith Ambulance
464.275 Unity Ambulance
464.300 Midwest Ambulance
462.950 Metro-Area East Medical Dispatching Ramsey Co. Area (Henn. Gen. 2, Temp.)
463.000 Ch. 1, Medical East Paramedics
463.025 Ch. 2, Medical East Paramedics
463.050 Ch. 3, Medical East Paramedics
463.075 Ch. 4, Medical East Paramedics
462.975 Metro-Area West Medical Dispatching Hennepin, Anoka & Wright Counties
463.100 Ch. 5, Medical West Paramedics
463.125 Ch. 6, Medical West Paramedics
463.150 Ch. 7, Medical West Paramedics
463.175 Ch. 8, Medical West Paramedics

MISCELLANEOUS FREQUENCIES

166.250 KSTP- News Dispatcher
170.150 WCCO- News Dispatcher
450.650 WCCO- Mini Cam
450.150 WTCN- News Dispatcher
158.760 Metro- Mosquito Control

Thank you Carl (WI-054). Again watch for errors and changes.

Send in whatever you have. If it isn't enough for a column in itself, then it may help to make someone else's material work into the column.

Carl would like to see some info on unit numbering in the Twin Cities, MN area. Can someone help him?

PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Jack Waterman, 466 Kings Way, Mundelein, IL 60060

HI! Welcome to Public Safety/Great Lakes for May, 1985. Although it's generally recognized as poor form to begin any presentation with an apology, I'm going to do that this month. Just after I wrote and mailed PS/GL for April, the March edition of the Newsletter arrived. I discovered about two weeks before you did that there was no PS/GL for March. Apparently our Uncle (Samuel, that is) either lost my epic tome or decided that He didn't like something I wrote.

Fortunately, most of what never got from Mundelein to Silverado was still in the word processor, so if you had material due to appear around the March edition and it never got into print, drop me a line. Enough chatter - there's lots waiting in the mailbag for this month's column. We'll present material from every PS/GL state except Ohio this month, probably straining my space limits and **Carol**'s patience again. Anyway, on to the data....

--

WISCONSIN As I've told you in earlier columns, **Larry** [WI-005] has access to Wisconsin private land mobile (PS) license updates and sends me several new or about-to-change assignments every week. Following is a list of such assignments that represents months of effort on **Larry**'s part. Check them out.

COUNTY	CITY	SERVICE	OUT	IN	COMMENTS
ALL	State Wide	LG	156.015		Dept of Revenue, Alcohol, & Tobacco Enforcement
Barron	Almena	PF	153.890		Fireground
Barron	Almena	PF	154.295		Mutual Aid
Barron	Almena	PF	154.310		Dispatch
Barron	Cumberland	PF	153.890		Fireground
Barron	Cumberland	PF	154.310		Dispatch
Barron	Cumberlnd	PF	154.295		Mutual Aid
Brown	Green Bay	LG	453.9125		Neville Public Museum, Mobiles Only
Brown	Green Bay	PP	156.135		
Brown	Morrison	PF	154.130		Fireground
Brown	Pulaski	PF	154.130		
Brown	Pulaski	PF	154.295		
Brown	Pulaski	PF	154.370		
Chippewa	County Wide	LG	151.055		Highway Dept
Chippewa	County Wide	LG	156.120		Highway Dept
Chippewa	County Wide	LG	155.745		Local Govt
Chippewa	County Wide	LG	158.865		Local Govt
Chippewa	County Wide	PF	155.070		Sheriff
Columbia	Arlington	PF	154.145		Dispatch
Columbia	Arlington	PF	154.295		Mutual Aid
Columbia	Cambria	PF	154.145		
Columbia	Cambria	PF	154.295		
Columbia	Lodi	LG	155.925		Light & Water Dept
Dane	Madison	PP	158.850	159.030	Formerly 158.850 was B/M
Dane	Madison	PP	460.050		Rptr talk-around
Dane	Madison	PP	460.150		Rptr talk around
Dane	Madison	PP	460.300		Rptr talk around
Dane	Madison	PP	460.475		Rprt talk around
Dodge	Randolph	PF	154.145		Fireground Channel
Dodge	Randolph	PF	154.295		Mutual Aid
Dodge	Randolph	PF	154.445		Dispatch Channel
Dodge	Waupon	LG	158.820		Waupon Correctional Institute

Douglas	Lake Nebagamon	LG	154.040		Dept Public Works
Dunn	County Wide	LG	45.44		Emergency Government
Dunn	County Wide	LG	158.775		County Recreational Park
Dunn	Tainter	LG	155.895		
Fond Du Lac	N. Fond Du Lac	PP	155.670		
Grant	Smelser	LG	154.040		
Marathon	Easton	LG	154.040		
Marinette	Stephenson	LG	155.115	153.800	
Marinette	Wausaukee	LG	154.085		
Marquette	County Wide	PF	154.130		Dispatch
Marquette	County Wide	PF	158.985		Fireground
Marquette	Montello	PF	154.130		
Marquette	Montello	PF	154.265		
Marquette	Montello	PF	154.295		
Marquette	Montello	PF	155.985		
Menominee	County Wide	LG	155.925		Emergency Govt
Milwaukee	Fox Point	PP	45.86		
Milwaukee	Fox Point	PP	46.02		
Milwaukee	Glendale	PP	153.875		
Milwaukee	Glendale	PP	159.165		
Milwaukee	Greendale	LG	155.985		
Milwaukee	Greendale	PP	154.740		
Milwaukee	Milwaukee	LG	170.475		U.W. Milwaukee, Use Unknown
Milwaukee	Milwaukee	LG	172.275		U.W. Milwaukee, Use Unknown
Milwaukee	River Hills	PF	154.295		Mutual Aid
Milwaukee	River Hills	PP	45.86		
Milwaukee	River Hills	PP	46.02		
Milwaukee	Whitefish Bay	PP	156.800	[ch 16]	Lake Patrol
Milwaukee	Whitefish Bay	PP	157.100	[ch 22]	Lake Patrol
Milwaukee	Whitefish Bay	PP	157.175	[ch 83]	Lake Patrol
Milwaukee	Whitefish Bay	PP	175.275	[ch 85]	Lake Patrol
Monroe	Tomah	PP	155.070		Dispatch
Ozaukee	Cedarberg	PF	460.575	465.575	
Polk	Georgetown	LG	155.955		Local Government
Polk	Osceola	LG	154.055		
Portage	Nelsonville	PF	155.745		
Racine	Burlington	PF	45.08		
Racine	Racine	LG	453.200	458.200	Racine Public Library
Trempealeau	Blair	PF	154.070		
Treapealeau	Blair	PF	154.295		
Vilas	Eagle River	LG	154.980		
Vilas	Presque Isle	LG	154.115		
Walworth	Whitewater	LG	155.925		
Walworth	Willams Bay	LG	45.84		
Washington	Bark Lake	PF	46.20		
Washington	Bark Lake	PF	154.235		
Waukesha	Dousman	LG	155.865	153.755	
Waukesha	Dousman	LG	155.865	153.775	
Waukesha	Oconomowoc	LG	158.925		Parks & Rec, Mobile Only
Waukesha	Tess Corners	PF	453.1875		Mobile Only
Waukesha	Tess Corners	PF	458.1875		Mobile Only
Waukesha	Tess Corners	PF	460.4875		Mobile Only
Waukesha	Tess Corners	PF	465.4875		Mobile Only
Waupaca	Clintonvile	PF	154.145		Fireground (County)
Waupaca	Manawa	PF	154.145		
Waupaca	Marion	PF	154.145		
Waupaca	Marion	PF	154.295		
Waupaca	Wisc State	LG	155.100		
Waushara	Plainfield	LG	153.740		
Winnebago	County Wide	LG	156.225		Highway Dept
Wood	Grand Rapids	LG	155.820		

Larry also comments "I have picked up new radio traffic in my area. I have monitored Fond du Lac county DNR game wardens On **159.390**, asking for license checks from the state patrol, who answered back on **154.935**. This is the first time I have heard any local radio traffic on these frequencies." Comments, readers? Thanks, **Larry**, for another interesting contribution.

--

MORE WISCONSIN Regular contributor **Carl** [WI-054] checks in again this month with insights into Marquette County radio systems:

Sheriff/Local Govt

F-1	155.190 [154.830 input]	Sheriff Repeater	KNIF291
F-2	155.190	Talkaround	KNIF291
F-3	155.370	Point to Point	KNIF291
F-4	155.475	WISPERN	KNIF291
F-5	155.340	HEAR	KD6189
F-6	155.880	LG, Fire, EMS Paging/EMS Dispatch	WQK874
F-7	155.490(?)	Green Lake County Sheriff(?)	
F-8	(?)	Unknown	
	151.085 [159.075 input]	Hiway Dept Reptr	
	39.58	Old Fire and Local Govt	

Fire

F-1(?)	154.265	Fireground(?)
F-2(?)	154.130	Talkaround(?)
F-3	154.130 [155.985 input]	Repeater
F-4(?)	154.295	FIRECOM [Fire Interagency Radio Emergency Communications]

Thanks, **Carl**, for another of your regular contributions. Readers, you can help thank **Carl** by responding to his query in the Question Box at the end of the column.

--

DOWN HOME IN ILLINOIS I received another report from **Bob** [IL-269], who does some "field monitoring" for the column while he's at Northern Illinois University in DeKalb. Here's his input for May, 1985 PS/GL:

154.070	DeKalb and Sycamore Fire Protection District; Malta Fire Protection District (volunteer)
155.250	DeKalb Police (repeater output). Quite weak for a repeater signal. Units are identified with three digit numbers beginning with "3" (e.g., 330, 333, etc.)
156.090	Mobile input to deKalb PD repeater. **Bob** notes this doesn't make much sense.
453.900	NIU Police, 4 cars (416, 431, 432, 433 identifiers) Part-time parking and traffic enforcement (double-digit identifiers) Dormitory security, buildings and maintenance.
458.900	Repeater input and talkaround
154.860	DeKalb County Sheriff (2 digit identifiers beginning with "Z" e.g., Z-33, Z-44, etc)
155.145	DeKalb Public Works
155.340	Kishwaukee Community Hospital [HEAR]

Bob joins us who live near the Illinois Tollroad in bemoaning their switch to 800 mHz, noting that the once-busy and informative 453 mHz freqs are now silent. **Bob** also submitted a question for the Question Box, which appears at the end of this month's column.

--

Henry [IL-204] makes his debut with PS/GL May. He sent along this report on his holiday visit to Springfield:

> I [Henry] visited the Springfield area on the Tuesday of Thanksgiving. I visited with Gary [IL-073] by phone. He supplied me with the following freq info -

FREQ	USE	COMMENTS
460.400	Springfield PD Channel 1	Quite Heavy Traffic
460.425	Springfield PD Channel 2	Quite Heavy Traffic
154.725	Animal Control	Police Traffic at Night

155.535	Sheriff Channel 1	Very Busy
154.860	Sheriff Channel 4	
156.150	Serv. [?]	Not Much Activity
460.575	Springfield Fire Channel 1	Moderate Traffic
460.625	Springfield Fire Channel 2	
154.190	Springfield Fire Channel 5	
158.820	Springfield Fire Rescue Squad	No Activity Heard
158.745	Springfield Fire Rescue Squad	No Activity Heard
154.905	DCI Dispatch	Heavy Usage
154.950	DCI Car to Car	Heavy Usage
	DCI Surveillance	No Activity
	Governor's Security	No Activity
155.925	Capitol Security	Very Little Activity

Thanks, **Henry**, for the local monitoring report. I hope I don't sound like a broken record, but this is the kind of material that makes RCMA such a valuable resource - listeners' reports on what's active and what's not. By the way, my omission of two freqs above was intentional, not an error on **Henry**'s part.

--

Another regular contributor, **Bruce** [IL-147] sent in the following "quickies:" IDA 1600 is the Rockford IDLE office, not District 16 at Pecatonica; this is new. Also heard some "TF" designators on 154.905: "task force"? Comments, readers???

--

Rounding out the material for Illinois this month is an excellent, personally researched report on Illinois Department of Transportation Emergency Patrol Vehicles, the Expressway "Minutemen."

EPV MINUTEMEN **KTN-369** **151.100 OUT** **156.045 IN**

- 10 CODES OTHER THAN APCO STANDARDS -

10-30	Illegal use of radio
10-45	Dead animal in lane _____ at _____
10-46	Assist motorist
10-50	Traffic accident
10-52	Ambulance needed
10-78	Need assistance from back-up unit
10-100	Restroom break

- OTHER CODES -

"15"	15 minute break
"30"	30 minute break [makes sense, huh? - ed]
"QC"	Quick call: a 2-tone page thru VHF radio to call driver to the radio when he does not respond or if he is outside the vehicle
"3501"	EPV headquarters garage at 3501 South Normal Avenue in Chicago
"City"	Chicago PD Traffic Enforcement units
"Lane 1"	Left lane nearest median
"Lane 4"	Right lane of a four lane roadway
"Reversibles"	Middle two express lanes of the Kennedy (I-94) Expressway, located between Montrose Ave (4400 North) and Ohio St (600 North), where traffic can go either Southbound during AM rush or Northbound during PM rush periods
"Slip Ramp"	Entrance ramp to the reversibles [q.v.] - Northbound only, at Sacramento Ave
"North Gate"	Gate that closes the north entrance ramp to the reversibles at Montrose Ave
"South Gate"	Gate that closes the south entrance ramp to the reversibles at Ohio St
"Hubbard Cave"	Tunnel on the Expressway at Hubbard St
"Control"	IDOT base in Schaumburg

Anyone who does any mobile monitoring on the Kennedy can certainly make good use of that report from **George**. I always punch in 151.100 when I'm on it. Thanks, **George**, for that excellent review for PS/GL. We seldom get such an in-depth look at a system other than police or fire related.

A follow-up letter from **George** provided this review of the O'Hare International Airport security and maintenance freqs, better known as "City Operations:"

F-1	158.760	Security Police, Parking Garage
F-2	158.805	Runway Maintenance, Plows
F-3	158.895	
F-4	155.835	
F-5	154.130	CFD North ("Main")
F-6	155.940	? Midway Airport Operations ?

If you have any info on the use of the unidentified freqs from this list, please share them with us.

Finally, **George** says he's working on reports covering IDOT maintenance yards and unit numbers, Chicago Fire Dept Office of Fire Investigations, and the revised CFD company response schedule. Watch for them in future editions of PS/GL.

--

INDIANA This month's mail brought another letter from **Jeff** [IN-060]. In the true spirit of RCMA, he said "thanks" for some material I provided, by preparing the following report for the Column.

MONITORING EVANSVILLE, INDIANA

Evansville City Frequencies

155.130	Police Dispatch
154.890	Local Govt
155.190	Car to Car
154.815	Narcotics and Surveillance - Channel 4
154.190	Fire Dispatch

Vanderburgh County Frequencies

154.800	Sheriff Dispatch Primary
155.010	Sheriff Channel 2 - car to car, pagers, dispatch backup
155.820	Civil Defense
154.220	Volunteer Fire Department Dispatch

Miscellaneous Area Frequencies

155.370	Indiana/Kentucky Network ["Point"]
155.490	Henderson, KY Police
154.310	Henderson, KY Fire
155.730	Owensboro, KY Police
154.250	Owensboro, KY Fire
453.600	Kentucky State Police - Henderson Post
154.980	Mt Vernon, IN Police and Fire
155.640	Warrick County, IN Sheriff Base
155.910	Warrick County, IN Sheriff Cars
42.46	Illinois State Police, Carmi Post

Thanks, **Jeff**, for a well put together contribution. It's good to present some data on your area which I'm sure the readers appreciate.

--

KENTUCKY As promised at the close of PS/GL for April, here's the first of several installments of the Greater Louisville frequencies listing provided by **Paul** [IN-018]. We'll begin with his printout for the FIRE SERVICE; be sure to refer to the right-most column, indicating whether **Paul** has personally confirmed the freq and use listed. The actual printout is nearby, depending upon where **Carol** could best fit it.

Thanks again, **Paul**, for your input. Readers, look for the POLICE SERVICE listing next month - same time, same column....

--

SCANNER FREQUENCIES

1985

(0) SEQ	(1) FREQ	(2) SERVICE	(3) AGENCY NAME	(4) CITY	5 ST	(6) CALLSIGN	(7) COMMENTS	8 CF
0016	46.380	FIRE	SHIVELY FIRE	SHIVELY	KY	KAW 361		
0065	154.130	FIRE	FLOYD CO FIRE ALARM	NEW ALBANY	IN	WSB 838		YS
0065	154.145	FIRE	SHELBY CO FIRE DEPT	SHELBY CO	KY	KYB 982		
0067	154.160	FIRE	GEORGETOWN FIRE DEPT	GEORGETOWN	IN	KYL 820		YS
0068	154.190	FIRE	NEW ALBANY FIRE DEPT	NEW ALBANY	IN			YS
0069	154.250	FIRE	CO FIRE ALARM EAST	LOUISVILLE	KY	KIJ 577		YS
0071	154.355	FIRE	CLARKSVILLE FIRE	CLARKSVILLE	IN	WXF 744		YS
0072	154.355	FIRE	JEFFERSONVILLE FIRE	JEFFERSONVILLE	IN	KXX 381		YS
0073	154.370	FIRE	CO FIRE ALARM WEST	LOUISVILLE	KY	KIJ 577		YS
0074	154.400	FIRE	GREENVILLE FIRE DEPT	GREENVILLE	IN	KQY 724		YS
0075	154.430	FIRE	MCCULLOUGH FIRE DEPT	CLARKSVILLE	IN	WXK 569		YS
0076	154.430	FIRE	SELLERSBURG FIRE	SELLERSBURG	IN	KBZ 717		
0077	154.430	FIRE	WEST POINT FIRE DEPT	WEST POINT	KY	KEY 996		
0098	154.980	FIRE	AUSTIN-SEYMOUR FIRE	SEYMOUR	IN			
0107	155.160	FIRE	NEW ALBANY TOWNSHIP	NEW ALBANY	IN	KJE 211		YS
0272	460.550	FIRE	LOUISVILLE FIRE	LOUISVILLE	KY	KII 319	CHANNEL 1	YS
0273	460.575	FIRE	LOUISVILLE FIRE	LOUISVILLE	KY	KII 319	CHANNEL 2	YS
0274	460.600	FIRE	LOUISVILLE FIRE	LOUISVILLE	KY	KII 319	CHANNEL 3	YS
0275	460.625	FIRE	LOUISVILLE FIRE	LOUISVILLE	KY	KRL 302	CHANNEL 4	YS

OHIO Nothing specific to report this month; however, I do have two general comments. If you're interested in Ohio frequency data, I recommend that you look into a membership in the All Ohio Scanner Club. Their newsletter deals solely with the Buckeye state, and presents a number of regular columns with each issue, similar to our format here in RCMA Newsletter. However, each column deals with a specific Ohio service or region. I receive copies of each issue from AOSC's president, **Dave Marshall.** Drop him a line at

50 Villa Road
Springfield, OH 45503-1036

for information on membership. If you have specific questions, I might be able to use past issues to research freqs for you; **Dave** has generously provided permission for me to reprint material from AOSC and that might make a good Question Box [remember that idea?] item. But I still recommend looking into your own subscription/membership.

Next month we'll have an article on C.O.R.E.S. - Central Ohio Regional Emergency Services - compliments of **David** [OH-127]. Be sure to watch for that.

--

MICHIGAN This month I have another contribution from **Susan Marie** [MI-138] for your education and enjoyment. Besides our common interest in RCMA and monitoring, we share a real dedication to EMS and the fire service. As you might guess, **Susan Marie** is one of my favorite correspondents. She writes on her new IBM-compatible "Columbia" computer:

> I decided to write up the unit numbering for the county and city agencies that I monitor all the time (that's Midland City and County). I was too lazy when I sent the frequency info, I guess! [besides, that provided another opportunity to write - ed.]
>
> I'll start off with the best -- Midland County EMS. There are 21 full-time paramedics and (I think) 3 part-time guys. They operate out of three stations -- Station 8 in Midland, Station 9 in Sanford, and Station 10 in Coleman.
>
> The vehicle ID's are as follows:
>
> 601
> 602 main ambulance covering the city and part of the county areas
> 603 ambulance stationed in Sanford
> 604 sedan-type ambulance used for BLS transfers
> 605 supervisor's station wagon
> 606 back-up unit for use when another unit is out for repair
> 608 ambulance stationed in Coleman
> 609 field advisor and deputy medical examiner (private vehicle)
>
> Their radios operate on:

Ch-1	155.340	KQU-310	HERN [hospital emergency radio network]
Ch-2	154.370	KDA-671	County Fire
Ch-3	?		Repeater input to Ch-4
Ch-4	155.925	KXO-970	Main Dispatch

On to the next best -- Midland County Fire Deparetments. Unit numbering is as follows:

200s	Midland Township FD
210s	Coleman FD
220s	Lee Township FD
230s	Lincoln Township FD
240s	Homer Township FD
250s	Hope Township FD
260s	Larkin Township FD
270s	Mills Township FD
280s	Edenville Township FD
290s	Jerome Township FD (they saved the best for last!)

These departments are all volunteer fire departments and each has its own rescue. Rescue is dispatched to assist EMS for calls where there is a likelihood of breathing difficulties. They are dispatched on **154.370** (KDA-671) and the fireground freq is **154.415.**

I don't know a whole lot about the Midland City Fire Department. They have three stations and it is a paid department. Station 1 houses Engine 1 and Rescue 1, plus a whole bunch of other vehicles [in-depth analysis, readers. Just joking - you know I appreciate your letters! - ed.] Dispatch is also located at Station 1. Station 2 houses Engine 2, plus some anonymous vehicles. [I'll resist the temptation to comment.... - ed.] Station 3 houses Ladder 1 and Engine 3 (I think!). Engine 3 is used when one of the other vehicles is out of service. The dispatch frequency is **154.445** (KDU-628) and repeater input is **154.070.**

The Midland City Police is as follows:

1	lieutenant's patrol car
2-8	patrol cars
11-14	detective cars

The 20s include the captain and chief's cars and a bus. They're used so infrequently that I have no idea what they are.

Midland County Sheriff:

30	detective
31	captain
32	Sherifff
33	detective sergeant
35	detective lieutenant
36	captain
38	police boat (used on Sanford Lake and Wixom Lake)
39	police boat
40	patrol car
41	patrol car
42	patrol car
43	lieutenant
44	patrol car
45	patrol car
46	patrol car
47	sergeant
48	search and rescue truck
49	mobile command unit (usually used at the County Fair!)
51	anonymous -- they just started using whatever this is!
59	Midland Township Police
60	Midland Township Police
63	Coleman PD
64	Coleman PD
66	DNR Patrol
67	DNR Patrol

Freqs shared by both police and sheriff:

Ch-1	155.430	KQA-972 Dispatch
Ch-2	154.815	repeater input
Ch-2	155.865	MEPS [see previous article by **John** {IL-012}]
Ch-4	155.925	KXO-970

10-Codes used by both police and sheriff [those not standard APCO codes]:

10-12	Call me
10-21	Out of service for a meal
10-26	Driving record check
10-32	Armed subject
10-54	Call tow truck
10-96	D.O.A.
10-97	Suicide

Susan Marie closed with some informal comments, stated that she wanted to get back to the scanner, and wished me "Happy Monitoring!" The influence of **John** lingers on. Thanks **Susan Marie** for another insight into local systems and their details. That's what makes RCMA and the Newsletter justly famous.

--

THE QUESTION BOX In a couple of my earliest columns I wrote about featuring the Question Box for readers' [and my] questions and your replies. Response was not overwhelming, but I did get an answer or two. One of which was from **Martin** who explained what the Lake County Illinois Sheriff's Deputies' call-clearance codes mean. They're a geographic location code based upon mile square areas numbered according to the city of Chicago numbering system [State and Madison are 0 - 0] extended into Lake County. So the southeast corner of the county would have the lowest number pair and the northwest corner the highest. The mile-square area is further divided into quarters with letter designators, A thru D. Thanks, **Martin**, for that explanation.

Now for some more questions. Please send your answers to me, for publication in a future edition of PS/GL.

From **Bob** [IL-269]: Why does Cary, IL use a scrambler for police dispatching on 155.880 mHz? I have listened to about 50 other community PDs and Cary is the only town with a scrambler in use that I have found to date. Why would a small community such as this feel inclined to scramble their transmissions?

From **Scott** [WI-039]: I would like fire dept info on unit numbers for Winnebago, Boone, McHenry, and Kane counties, Wisconsin. Also, where can I obtain maps for these counties?

From **Carl** [WI-054]: Can you get me any info on: what are the UHF antennas on the Rolling Meadows, IL PD squads for? Is RMPD supposed to be going to 800 mHz? What type of units are Schaumberg, IL FD units 215, 216, 217?

Each of these members has contributed to your knowledge by sending info into the Column. Here's your chance to return the favor. Send your answers and see your name in the Column, too!

--

THE LIBRARY I've received yet another volume of the Fox "Scanner Radio Listings" from **Norm** Schrein. The Chicago Directory covers the city and several of the "collar counties" surrounding it, extending up to Lake County on the north. As with the other editions I've reviewed, there's a master list, then multiple service lists [fire, police, business, etc], sorts by freq and call letters and licensee, etc etc. This guide should be of real interest to those of you who enjoy reading **Brandt**'s column first every month. I'm coming to learn that there are probably 35 business-related listening opportunities for every public safety license. And the Fox guides appear to list every one! I don't want to stray into another editor's area, so I'll just recommend [again] that you check out **Norm**'s efforts. His address and toll-free phone number are in several past columns. Watch, also, for the Fox Indianapolis edition coming next. I'm looking forward to that one.

GET THE HOOK! The fat lady's singing, so that must mean my time is up for May. Next month we'll have the next installment of **Paul**'s Louisville lists; a repeat of the article on South Cook County Fire District #1 by **Jeff** [IL-064] which first ran in the AWOL March column; a list of changes, modifications, and new licenses for Illinois from **Denny** [IL-026]; some good confirmed lists for Jefferson County, Wi from **Ernie** [WI-024]; an overview of Monroe County, MI from **Gene** [MI-129]; **Dave**'s article on C.O.R.E.S., mentioned above; another neat map from my Wisconsin support troops **Scott** [WI-039], **Carl** [WI-054], and **Bob** [WI-001]; and whatever arrives in the mailbox between now and then.

Spring has sprung at last, [I hope]. That, of course, means you can now use the outdoor outlet and do your listening on the patio, while you

TRACK 'EM DOWN !! WRITE 'EM UP !! SEND 'EM IN !!

Best regards [enjoy those May flowers],

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

In spite of the increase in first-class postage rates, we received several letters this month, so here we go...

10525 MHz MYSTERY SOLVED

In our February column, we asked for help in explaining why there are so many licenses on 10525 MHz in the FCC microfiche. It's gratifying to find out that our membership is well equipped to answer such questions. George DuBois (OR-001), Tom Osenkowsky (CT-031), and Tom Heiderer (WI-006) all sent in the answer; here is George's reply:

"Regarding your question in your Feb. column concerning 10.525 GHz: This is the center frequency in the 10.5-10.55 GHz radiolocation band. It also happens to be the band which most manufacturers choose for their radar speed guns! (Also 24.15 GHz) [Tom Osenkowsky identified 10.525 as X-Band and 24.15 as K-Band—ed.]

"If you look at the fiche you'll note that most of the licenses are in either the police (PP) or radiolocation (IR) services. An amendment a few years ago no longer requires Police agencies to obtain separate licenses for speed-determining radiolocation devices. Other entities still have to. I notice SP has a license in Eugene, OR.

"I would imagine the railroads use radar guns for their own internal use (operator discipline!). If you can find out any more about that it might be kind of interesting."

[Thanks to all who took the time to enlighten us on this subject. Several years ago your editor saw a radar gun being pointed at the rear of Amtrak's "Coast Starlight" train as it was passing through Albany, OR., back in the days when it was not scheduled to stop there. No doubt it was a railroad official making sure the train observed the yard speed limit while passing through the station area. The train crew observed that the use of radar was commonplace. I wonder if the radar gun reads out a negative speed when the object being measured is moving away?—Bill]

CHICAGO AREA FOLLOWUP

In our February column we listed some frequencies for Amtrak in Chicago and for the Northeast Illinois Regional Commuter Railroad Corp. (NIRC). Tom Heiderer (WI-006) reports that NIRC uses 160.680 for PBX (mobile telephone) output.

Dennis Biagioli writes, "The last time I was at Chicago Union Station, [Amtrak] had some rather cute gals running around announcing departures and arrivals. They were carrying red HT's and working on 160.305. ID of the base was "Passenger Service." 154.515 is still the station security force. I have been aware of the 472.3375/ 475.3375 frequency pair licensed at Union Station for a while. Every time I go there I put it in the radio, but have never heard anything on either one. But, I will continue to check every time I'm around there. There certainly doesn't appear to be a need to change frequencies from the old 154.515. Inside the building there are no other signals heard. And they get ample coverage with VHF, without a repeater."

UNION PACIFIC IN IDAHO

by MARK W. JOHNSON (ID-012)

I'm enclosing some frequencies that I listen to occasionally here in southern Idaho. They are for the Union Pacific Railroad. At the outset let me say that I don't know much about railroads so I can't provide much more than some pretty general information.

160.290 PBX—The CW ID is KGU565, I think.
160.740 Road—This is used by the dispatcher to talk to the trains. I usually hear a station that IDs as "West End".
160.980 I've only heard this one once and I'm not sure what it is used for. The traffic was some routine chatter about some cars.

I wish I knew more about these frequencies, Bill, but I'm just getting started with railroad monitoring. It's tough to hear anything that isn't on a repeater since the trains all run south of me about 30 miles.

[Thanks for your letter, Mark. You will no doubt learn a lot about railroads by monitoring their radio traffic. 160.980 may be a switching or yard channel. The "West End" ID you hear probably refers to the dispatcher's territory. Often a railroad division will be divided up so that different dispatchers control different parts. For example, Southern Pacific's Los Angeles Division has five dispatchers. The one controlling the track between Yuma, AZ and Colton, CA is called the "East Dispatcher" and the one between Colton and Los Angeles is called the "West Dispatcher". Often they will answer the telephone or radio by saying "East End" or "West End". Probably a similar situation exists on Union Pacific's Idaho Division.

[I visited Fairfield, where Mark lives, years ago while visiting relatives named Muffley. They had a farm there, but later retired and moved to Twin Falls.—Bill]

SEABOARD SYSTEM

by BILL MAULDIN (FL-137)

In checking the Seaboard PBX channels, found no traffic on 160.215 so far. There is PBX activity on 161.265 MHz. There was extensive activity in the Raleigh-Rocky Mount area of NC on 161.265 MHz. Both are used in Miami area. Will check further and keep you posted.

Seaboard is switching to "alpha identification system" on train numbers. All 10 divisions are identified by initials preceding train number (CO News):

Divisions	Train number series
A Atlanta	000 Work trains, passenger trains, & wrecker
C Corbin	100 Piggyback trains
E Evansville	400 East Corridor trains
F Florence	500 West Corridor trains
J Jacksonville	600 Intercorridor trains
M Mobile	700 Locals, switchers, & mine trains
N Nashville	800 Locals, switchers, & mine trains
R Raleigh	900 Extras & coal trains
S Savannah	
T Tampa	

RIO GRANDE ROAD CHANNELS

by BILL FARMER (CA-VE-010)

The Denver & Rio Grande Western Railroad uses a number of different road channels in different geographical areas. During the past few years they have increased the number of road channels from one to four. The frequencies are:

Channel 1	160.920	Road
Channel 2	161.490	Systemwide Yard, and Subdivision 16-A Road
Channel 3	161.565/160.395	Road
Channel 4	160.455	Road

Until recently, only channels 1, 3, and 4 were used as road channels. But now channel 2 is assigned as the road channel on one branch line to alleviate congestion. Due to the number of channels in use, some confusion exists among monitor enthusiasts about which channel is used where. To clarify this, here is a list of all Rio Grande subdivisions and which channel is used as the road channel on each:

Subdivision	Name	Location	Channel
1	Joint Line	Denver Co to Pueblo CO	1
1-A	Main line	Denver CO MP 7.5	1
	Main line	MP 7.5 to East Portal	4
	Moffat Tunnel	East Portal to Winter Park CO	3
	Main line	Winter Park CO to Phippsburg CO	1
1-B	Craig Branch	Phippsburg CO to Craig CO	3
3	Main line	Pueblo CO to Minturn CO	4
3-A	Leadville Branch	Malta CO to Leadville CO	4
4	Main line	Minturn CO to Grand Jct. CO	4
4-A	Main line	Bond CO to Dotsero CO	1
4-B	Aspen Branch	Glenwood CO to Woody Creek CO	4
5	Main line	Grand Jct. CO to Helper UT	1
5-A	Sunnyside Branch	Mounds UT to Sunnyside UT	1
5-B	Cane Creek Branch	Brendel UT to Potash UT	1
6	Main line	Helper UT to Salt Lake City UT	4
6-C	Pleasant Valley Branch	Colton UT to Clear Creek UT	4
6-D	Marysvale Branch	Rio UT to Marysvale UT	4
6-E	Tintic Branch	Springville UT to Burgin UT	4
6-J	Bingham Branch	Midvale UT to Lead Mine UT	4
6-K	Garfield Branch	Welby UT to Magna UT	4
7	Main line	Salt Lake City UT to Ogden UT	4
8	Main line	Pueblo CO to Alamosa CO	1
10	Creede Branch	Alamosa CO to Creede CO	1
11	Antonito Branch	Alamosa CO to Antonito CO	1
16	Montrose Branch	Grand Jct. CO to Montrose CO	3
16-A	North Fork Branch	Delta CO to Oliver CO	2

NEW LICENSES IN ILLINOIS

by DENNIS BIAGIOLI

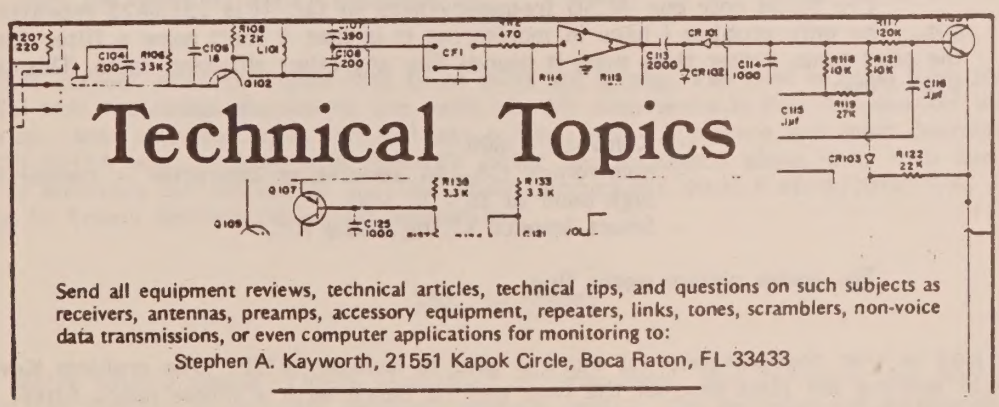
Licensee	Freq.	B/M/R	City
Atchison, Topeka & Santa Fe	160.440	1/	East Peoria
	161.010	1/	Joliet
[Ed. Note: 161.310 &	161.310	1/	Mapleton
161.400 ex-TP&W	161.310	1/	East Peoria
freqs.]	161.400	1/	Morton
	161.400	1/	Mapleton
	161.400	1/	Keokuk
Burlington Northern RR Co.	160.305	1/	Galesburg
	160.365	1/	Galesburg
	160.395	1/	Galesburg
[Ed. Note: FB2	160.425	1FB2	Downers Grove
designates repeater]	160.620	1FB2	Galesburg (37 mobiles on 161.565)
	160.845	/ /1FB2	Galesburg
	160.935	/35	Downers Grove
	161.130	1FB2	Jacksonville (20 moblies on 160.545)
	161.445	/24	Galesburg
	161.475	1/	Galesburg

Licensee	Freq.	B/M/R	City
Chicago & North Western RR	160.230	/30	Chicago (add this freq.)
	160.800	/30	Chicago (add this freq.)
	160.890	1/	Owatonna
	161.220	/1500	Chicago
	161.400	/6	Chicago
	452.9125	/13	Chicago
Chicago, Mil.,St. Paul & Pac.	160.770	1/	Chicago
	161.430	1/	South Beloit
Circle Air Freight Corp.	452.775	1/4	Bensenville
Illinois Central Gulf RR Co.	160.920	1/	Clinton
	161.190	1/	Clinton
Milwaukee Motor Transp. Co.	160.305	/12	Chicago
National RR Passenger Corp.	160.395	/15	Chicago
[Amtrak]	161.325	1/15	Chicago
Northeast IL Reg. Com. RR	160.680	1FB2	Chicago
	161.220	/55/1C	Chicago
Seaboard System RR Co.	161.370	1/	Chicago
	161.370	3/	Hoopestown
Soo System Radio Comm. Corp.	160.920	/5	Chicago
St. Louis Southwestern RR	160.410	1/	Thebes
	161.550	1/	Thebes
Terminal RR Assoc.	160.230	2/	Venice
	160.470	2/	Venice
	160.500	1/	E. St. Louis (also Brooklyn & Venice)
	160.800	2/	Venice
	160.890	2/	Venice
	160.920	2/	Venice
	161.160	2/	Venice
	161.190	2/	Venice
	161.250	2/	Venice
	161.310	2/	E. St. Louis (also Brooklyn & Venice)
	161.370	2/	Venice
	161.550	2/	Venice

Thanks to all who continue to support this column with their contributions. So long until next month.

—Gary & Bill

NO COLUMNS THIS MONTH FOR PUBLIC SAFETY - CALIFORNIA OR PUBLIC SAFETY - WEST.



Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:

Stephen A. Kayworth, 21551 Kapok Circle, Boca Raton, FL 33433

ODDS and ENDS

This month I would like to cover a number of items and tie up some loose ends. The first thing I want to cover is a letter received from Scott (FL-033). In his letter, Scott describes his impressions of his new Regency HX-2000. Some excerpts from Scott's letter follow:

Appearance and Accessories: It looks fairly nice. The carrying case is made of a thin cloth material which leaves the face of the scanner exposed. It comes complete with nicad batteries, AC adapter/charger, a cheap belt clip, and 2 rubber duck antennas - a long fat one for the lower frequencies and a short skinny one for the higher frequencies. Either antenna works fairly well. I have been using the shorter antenna because I am mainly interested in the 800 MHz band.

Features: Priority switch, AM/FM switch, Khz (5, 12.5, 23, 25) switch, key lock switch, lamp switch, delay switch, and -12.5 kHz switch.

Frequency Coverage: The unit does not cover the VHF low band. It covers 118 - 174, 406 - 512, and 800 - 950 MHZ.

Operation: The key lock switch disables all of the buttons when it is turned on. It even disables the manual and the scan switch. The delay switch delays all of the channels when it is pushed, so it's either delaying all 20 channels or none of them. the scanner has a priority channel which is channel 1. All the controls are either push buttons or slide controls. There are no "turning" type controls.

Programming: When Programming the unit, the user has to decide on the following: what frequency to listen to, what kHz the frequency is, is the frequency AM or FM, and what channel (on the scanner) the frequency is. When programming the scanner, it erases the channel #, so the user has to program that too.

Performance: The 800 MHz band is fairly decent. The small antenna works well on this band. The volume is not too loud. It's about half-way on a Bearcat 100 volume knob.

Weight: Approximately 2 pounds.

Thanks go to Scott for this informative letter concerning the HX-2000. This unit should be of particular interest to those of you interested in monitoring 800 and 900 MHz since these frequencies can easilly be monitored with this unit without the need for an external converter. If any others of you have this unit, I would appreciate hearing from you. I would especially like to know your thought on the programming proceedure for the unit as well as any other thoughts you might have.

ACSB Monitored in Texax

I recently received a note from Kevin (TX-141) telling me how he monitors ACSB (Amplitude Compandored Single Sideband) in the Houston area. The system he has been monitoring is operated by the Ashland Oil Company. Kevin writes:

> I've found only one ACSB frequency here so far. It is 151.6625 repeater out....The only problem I have in monitoring it is that I don't have a filter for the pilot tone. Other than that, it sounds like any other sideband radio. This is what I use:
>
> - Kenwood R-600
> - Hamtronics CA-146 receiveing converter - converts high band to 28 - 30 MHz.
> - Smart Squelch kit by Radio Kit.
>
> The above system works fine.

I am glad to hear that someone out there is able to monitor ACSB. The problem Kevin mentions of hearing the pilot tone all the time can be cured with a simple notch filter. Such a device could be placed in the speaker line and tuned to the pilot tone frequency, thus eliminating the continuous tone ringing in your ears. Thanks for the letter Kevin.

Regency Hiss

In the recent review of the HX-1000 I mentioned that, even with the radio squelched, a

noticeable hiss could still be heard from the speaker. One reader recently wrote to say that he has the same problem with his MX-3000 and M-400. The hiss, in and of itself, is not a big problem, but it did cause a problem for this particular reader who wrote:

> Several months ago, I tried to connect a Capri Electronics carrier operated relay (recording coupler) to the MX-3000. Due to the hiss, the recorder ran all the time, even when the volume control was turned off. Only disconnecting the power source would stop the recorder. At someone elses suggestion, I placed a resistor of small value in line with the relay and it worked! A little experimentation found a 47 ohm resistor to work best. The same solution worked for the M-400.
>
> I decided to experiment similarly with the HX-1000 and found that a 100 ohm resistor lowers the hiss to a point where it is not irritating yet still allows anything the radio receives to be heard.
>
> Had I not had the earlier problem with the recording coupler, I probably would not have tried this on the HX-1000.
>
> Incidentally, I put a separate jack in both the MX-3000 and M-400 for use with the recording coupler so that the internal speaker still works. The 47 ohm resistor is installed on the second jack on each scanner so that if I ever want to use the coupler with a "quieter" scanner, I can.

I hope this information will be of use to some of you. My thanks go to this Ohio reader for the information he sent.

Solid as a Rock

The following letter describes a ready-made item that those of you who own portable scanners will find very interesting. The letter is from Robert (MI-108) in Madison Heights, Michigan. He writes:

> Enclosed is a copy of the Motorola lapel speaker....It looks like the speaker/microphone used with handi-talkies. I use it on my Bearcat BC-100 and think it is one of the better items that I have bought. I find that it is loud, clear and, after dropping it a number of times, strong.
>
> I know of several other people that have one and are happy with it. Besides the BC-100, it also fits the Regency HX-1000 and other radios with a miniature earphone jack.
>
> I purchased it from my local Motorola dealer....For anyone interested, order part number NSN-6033A. The only instructions the dealer gave me is to turn the radio off before installing it.

Robert is correct when he states that these units are strong. The case is made from the same material that the radios themselves are made of. My experience is that this speaker will give you crisp, clear sounding audio and will last a long time. A picture and short description of the NSN-6033A was included with Robert's letter and is passed along here with due credit given to Motorola for the use of the Operating Instructions sheet # 68P81103C17-A. Thanks also go to Robert for this very good suggestion.

Did You Know?

While we're talking about "Things Motorola," did you know that Motorola has developed a system that digitally sends voice messages between units? The messages can be stored in memory for later review. A 20 second voice message is sent as a burst of high speed data which takes much less air time. I'll be looking into this system in more detail in months to come.

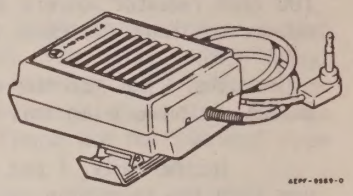
Did you also know that Motorola now has an optional computer interface for its cellular phone that allows a user to connect his or her portable personal computer to the cellular phone and access the office computer, Compuserve, Dow Jones, or whatever? I'll also have more on this as I get more information.

MOTOROLA

NSN6033A
XL Lapel Speaker

DESCRIPTION: This accessory Lapel Speaker is used on Pagecom, Minitor, and Director series pagers. The speaker is specifically designed for high noise environments. It features a handy spring clip for attaching to your coat or shirt pocket or lapel.

OPERATION: The speaker has a three-foot flexible cable that plugs into the auxiliary speaker jack (⊓) on the pager. The speaker loudness is adjusted using the pager volume control. Attach the spring clip to shirt or coat pocket or lapel as appropriate. (The spring clip can be rotated to a convenient position for attachment.)



SERVICING: Should it be necessary to service the speaker in the field, refer to the parts list and parts diagram or contact your nearest Motorola service station for repair.

Motorola, Pagecom, Minitor, and Director are trademarks of Motorola, Inc.

Operating Instructions
68P81103C17-A

That's all for this month. I hope you have found this information useful and/or informative.

'till next month,

Steve

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Hello and welcome to your May 1985 VHF Marine Column.

Our first report comes from Sid (Can-109).Sid says in his letter that he lives in Vancouver,B.C. and has English Bay to the north,with all its boaters,and the Gulf of Georgia to the west,which is a large body of water that seperates Vancouver Island from the mainland.To the south is the entrance to the Fraser River and Vancouver's International Airport.

Because of his location to these bodies of water he gets lots of activity on the marine channels of his scanner. In fact during the most active months of the summer the scanner gets overloaded. The Coast Guard answers many calls during the year but I will relate only two to you that were the most interesting to listen to.

During early fall last year a young novice kyacker was out in heavy waves in English Bay and flipped over. Some people saw it happen and called the Coast Guard.They sent out one boat from Kitsalino base

and one Hovercraft from the airport,were they are based.

Also involved was the Vancouver Police Boat and some commercial tugs that were in the area. From Comox,on Vancouver Island,where all aircraft are based came a helicopter. Darkness came with no luck finding the young lad. a Buffalo aircraft was sent from Comox and it dropped real bright parachute flares that burn for about 15 to 20 minutes. The area was turned almost into daylight with flares and real bright special lights on the helicopter and hovercraft. This brought out all kinds of people on the shoreline to watch. All radio use was not on normal marine radio channels but 123.100. I heard both the helicopter and buffalo aircraft talking on it plus the Coast Guard boat and hovercraft. Sadly the search ended after a couple of hours of darkness and the young lads body was found on the beach the next day.

The next incident takes place in early winter with two duck hunters over due in a small boat near the mouth of the Fraser River.

The search began early the next morning with one Coast Guard boat the hovercraft and again the helicopter from Comox. All radio use was again on 123.100. So it seems that this frequency is mostly used when aicraft are involved. The hunters were found so it ended okay.

The marine channels are badly used by a lot of boaters and I even know of some people who install marine radios in their cars to talk back and forth. I believe the Coast Guard knows this,so that is one reason on major search events they use 123.100 as they know they will have no interference on it.

We also have a Vessel Traffic Service in use here which is more modern and up-to-date than Seattle. I can listen and track a ship from when it first comes into the Straits of Juan de Fuca,from the Pacific Ocean,on channel 12 and follow it right into a dock or terminal in Vancouver Harbor on channel 11 or go up the Fraser River on channel 13. I have listened to Seattles channel 14 but they don't seem to give as much information as I hear on our channels 11,12 or 13. We know everything that comes or goes and exact location. To sum up,it is very interesting if say you want to photograph a warship,cruise ship or ocean freighter or just sit on the sea shore and wonder what is the ships name and where its going.Channel 74 is also used in the Fraser River for Traffic Management.

155.910 is used by our large B.C. Government Ferry Fleet and can be interesting to listen to if traveling on them.

139.500 is a mystery to me and I believe it is a joint U.S. Navy and Canadian Navy Repeater that I pick up very strong.Lots of military talk on action taking place on water and land and also in the air. Have no idea where its coming from. During the nightime its just military police checking on security of base properties. I have a guess it might be from Vancouver Island but then I sometimes here a vessel traveling through the Gulf Islands or aircraft from Whidbey Island U.S.Navy Air Station in Washington State. I have no idea what they are talking about as the lingo is military style.

ED NOTE: 139.500 is assigned to the Navy at Keyport(Bremerton), Washington for land & Marine use.

The following is a list of Canadian Coast Guard Vessels that are used in the British Columbia area,their main uses and their bases.

CCGC CAMSELL(Icebreaker/Navigation Aids Tender)Victoria,B.C.
CCGC WOLFE(Icebreaker/Navigation Aids Tender-253ft.)Prince Rupert,B.C.
CCGC SIR JAMES DOUGLAS(Icebreaker/Navigation Aids Tender)Victoria,B.C.
CCGC MISKANAW(Navigation Aids Tender)Fort McMurray,B.C.
CCGC DUMIT II(Navigation Aids Tender)Hay River,B.C.
CCGC TEMBAH(Navigation Aids Tender)Hay River,B.C.
CCGC ECKALOO(Navigation Aids Tender)Hay River,B.C.
CCGC NAHIDIK(Navigation Aids Tender)Hay River,B.C.
CCG Helicopter(1)(Supply Unit)Prince Rupert,B.C.
CCG Helicopter(5)(Aids Servicing)Victoria,B.C.
CCGC GEORGE E.DARBY(600 Class Cutter-184ft.)Prince Rupert,B.C.
CGCC RIDER(R Class Cutter-95ft.)Vancouver,B.C.
CCGC RACER(R Class Cutter-95ft.)Victoria,B.C.
CCGC READY(R Class Cutter-95ft.)Victoria,B.C.
CCGC 123(400 Class Cutter-69ft.)Prince Rupert,B.C.
CCGC 125(400 Class Cutter-69ft.)Campbell River,B.C.
CCGC 122(Launch-43ft.)Ganges,B.C.
CCGC 106(Lifeboat-44ft.)Bull Harbor,B.C.

CCGC 105(Lifeboat-44ft.)Tofino,B.C.
CCGC 104(Lifeboat-44ft.)Bamfield,B.C.
CCGC SWIFT(Launch-26ft.)Kitsilano,B.C.
CCGC MOORHEN(Launch-40ft.)Kitsilano,B.C.
CCGC RELITE(Launch-40ft.)Powell River,B.C.
CCGC 021(SRN5-Hovercraft-39ft.)Vancouver,B.C.
CCGC 039(SRN6-Hovercraft-48ft.)Vancouver,B.C.
CCGC 045(SRN6-Hovercraft-48ft.)Vancouver,B.C.
CCGC 501(Inshore Rescue Boat-18ft.)Ogden Point,Victoria,B.C.
CCGC 503(Inshore Rescue Boat-18ft.)Silva Bay,Gabriola Island,B.C.
CCGC 505(Inshore Rescue Boat-18ft.)Garden Bay,Pender Harbor,B.C.
CCGC 507(Inshore Rescue Boat-18ft.)Municipal Wharf,Port McNeill,B.C.
CCGC 509(Inshore Rescue Boat-18ft.)Cortes Bay,Cortes Island,B.C.

BRITISH COLUMBIA AREA CANADIAN VHF FREQUENCY AND USEAGE CHART:

Channel	Ship Transmit	Ship Receive	Useage
01	156.050	160.650	S/S Telephone
02	156.100	160.700	S/S Telephone
03	156.150	160.750	S/S Telephone
*04A	156.200	156.200	CCG Only
05A	156.250	156.250	Fishing,I/S,S/S,C
06	156.300	156.300	I/S Only All
07A	156.350	156.350	Towboats,I/S,S/S
08	156.400	156.400	I/S, Only C
09	156.450	156.450	I/S,S/S
10	156.500	156.500	Towboats,I/S,S/S
11	156.550	156.550	VTM - Ship Movement - Gulf
12	156.600	156.600	VTM - Ship Movement - Harbor
13	156.650	156.650	VTM - Ship Movement
14	156.700	156.700	VTM - Ship Movement
*15	156.750	156.750	DOE Only
16	156.800	156.800	Distress & Calling
*17	156.850	156.850	I/S,S/S,S,CCG
18A	156.900	156.900	Towboats,I?S,S/S
19A	156.950	156.950	I/S,S/S,C,CCG
*20	157.000	161.600	S/S,PPA
*21A	157.050	157.050	I/S,S/S,CCG
21B	-------	161.650	MOT Weather Broadcast
22A	157.100	157.100	I/S,S/S,(CCG)
23	157.150	161.750	S/S Telephone
24	157.200	161.800	S/S Telephone
25	157.250	161.850	S/S Telephone
26	157.300	161.900	S/S Telephone
27	157.350	161.950	S/S Telephone
28	157.400	162.000	S/S Telephone
60	156.025	160.625	S/S Telephone
*61A	156.075	156.075	CCG Only
*62A	156.125	156.125	CCG Only
63A	156.175	156.175	Towboats,I/S,S/S
64	156.225	160.825	S/S Telephone
*65A	156.275	156.275	Towboats Only
*66A	156.325	156.325	Reserved (Future Use)
67	156.375	156.375	I/S,S/S
68	156.425	156.425	I/S,S/S,NC
69	156.475	156.475	I/S,S/S,NC
70	156.525	156.525	I/S,NC
71	156.575	156.575	VTM - Ship Movement
72	156.625	156.625	I/S,NC
73	156.675	156.675	I/S,S/S
74	156.725	156.725	VTM - Ship Movement
*77	156.875	156.875	I/S,PPA
78A	156.925	156.925	Fishing,I/S,S/S,C
79A	156.975	156.975	Fishing,I/S,S/S,C
80A	157.025	157.025	I/S,S/S,C
81A	157.075	157.075	I/S,CCG Anti-Pollution
*82A	157.125	157.125	I/S,S/S,CCG
*83	157.175	157.175	S/S,CCG
84	157.225	161.825	S/S Telephone
85	157.275	161.875	S/S Telephone
86	157.325	161.925	S/S Telephone

87	157.375	161.975	S/S Telephone
88	157.425	162.025	S/S Telephone
WX1	-------	162.550	Weather Broadcast
WX2	-------	162.400	Weather Broadcast
WX3	-------	162.475	Weather Broadcast
WX4	-------	162.650	Weather Broadcast

Footnotes:

S/S - - - - Ship-to-Shore
I/S - - - - Intership
CCG - - - - Canadian Coast Guard Use Only
(CCG) - - - For Communications with Canadian Coast Guard
C - - - - - Commercial Operations Only
NC - - - - Non-Commercial (Pleasure Craft) Only
PPA - - - - Pacific Pilotage Authority
VTM - - - - Vessel Traffic Management
* - - - - - Restricted Channels (Authorized Users Only)

Here is more information concerning the Puget Sound Vessel Traffic System.The following is a list of the Puget Sound VTS sites and the frequencies available from each site:

SITE LOCATION	CHANNELS
Gold Mountain	5,13,14,16,21,22,81
Mount Constitution	5,13,14,16,21,22,81
Bahokus Peak	5,13,14,16,21,22,81
Pearson Creek	14
Port Angeles	14
Bush Point	14
West Point	14
Pier 36	14
Browns Point	14
Village Point	5
Whidbey Island	5

Notes: 1 - Guard receivers at Gold Mountain guard channels 13 & 14
2 - Guard receivers at Mount Constitution guard channels 5 & 13
3 - Guard receivers at Bahokus Peak guard channels 13 & 14

VARIOUS MARINE LISTINGS:
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Anacortes,Wa.:

ABC Charters - WHD-762 - 156.425,156.500,156.800
Anacortes Yacht - WQB-306 - 156.425,156.800
Ronald C.Beirnes - WXZ-271 - 4126.4 kc.,4145.0 kc.,6220.0 kc.,
8292.5 kc.,8295.6 kc.,12430.6 kc.,
12433.7 kc.,12436.8 kc.,16588.5 kc.,
22125.4 kc.
Cap Sante Marine - WHD-895 - 156.450,156.800
Corinthian Fish Co. - WRD-558 - 156.450,156.800
Ronald L.Dite - WRD-639 - 156.425,156.800
Down East Charters - KPB-554 - 156.425,156.800
Ebb Tide Processing - KMC-904 - 156.800,156.975
George Franuliovich - KMC-976 - 4126.4 kc.,6220.0 kc.,8292.5 kc.,
12433.7 kc.,16591.6 kc.,22125.6 kc.
Jeff Hendricks - KIZ-742 - 4126.4 kc.,4145.0 kc.,6220.0 kc.,
6223.0 kc.,8292.5 kc.,8295.6 kc.,
12430.6 kc.,12436.8 kc.,16588.5 kc.,
22125.4 kc.
Independent Fishemen - WQB-857 - 156.450,156.800
Island Ferry & Barge - WRD-649 - 156.450,156.800
Longstaff Lavino Marine - KMC-969 - 156.500,156.800
Roy Maricich - WHD-638 - 4126.4 kc.,4145.0 kc.,4420.8 kc.,6220.0 kc.,
6223.0 kc.,8292.5 kc.,8295.6 kc.,
12430.6 kc.,12433.7 kc.,16588.5 kc.,
16591.6 kc.
156.800,156.950

John Warren McArthur - WHF-836 - 156.425,156.800
Cleo Melling - WHU-234 - 4126.4 kc.,4145.0 kc.,6220.0 kc.,6223.0 kc.,
8292.5 kc.,8295.6 kc.,12430.6 kc.,
12433.7 kc.
George C.Nations - WXZ-266 - 4126.4 kc.,4145.0 kc.,6220.0 kc.,
6223.0 kc.,8292.5 kc.,8295.6 kc.,
12430.6 kc.,12433.7 kc.,12436.8 kc.,
16588.5 kc.,22125.4 kc.
Puget Sound Launch - KJA-357 - 156.450,156.700,156.800
Vladimar Seman,Jr. - KYL-706 - 4145.0 kc.,6223.0 kc.,8295.6 kc.
156.800,156.950
Washington State Ferries - KTD-431 - 156.550
Whitney Fidalgo Comm. - KIL-728 - 156.450,156.800
KFL-971 - 156.800,156.950

Bellingham,Wa.:

Arrow Fish Inc. - KIZ-431 - 156.450,156.800
Bellhaven Marine Inc. - WHD-667 - 156.450,156.475,156.800
Blue Pacific Industries - WQA-325 - 156.450,156.800
Roger D. Brock - WHU-669 - 156.450,156.800
Castle & Cook - KYH-518 - 156.275,156.800,156.975
Consolidated Fish Co. - KYY-494 - 156.450,156.800
Foss Launch & Tug - KOH-562 - 156.350,156.800
William Gilbert Jr. - KEB-538 - 4126.4 kc.,6220.0 kc.,8292.5 kc.,
12433.7 kc.,16594.7 kc.
Nelson Brothers Fisheries - WRD-600 - 4126.4 kc.,6220.0 kc.,
8292.5 kc.,12430.6 kc.,
16588.5 kc.
156.800,156.975
Diane Nelson - WHG-980 - 4126.4 kc.,6220.0 kc.,8292.5 kc.,
12430.6 kc.
Pacific Northwest Bell - KOH-840 - 156.800,161.875,162.000
Pacific Seafoods - WQA-248 - 156.800,156.975
San Juan Islands Cruises - WQX-730 - 156.475,156.800
San Juan Seafoods - WHU-455 - 156.450,156.800
Sea West Fisheries - KEB-282 - 4126.4 kc.,4145.0 kc.,4420.8 kc.,
6220.0 kc.,6223.0 kc.,6523.3 kc.,
8292.5 kc.,8295.6 kc.,12430.6 kc.,
12433.7 kc.,12436.8 kc.
Seawest Industries - WQZ-324 - 156.450,156.800
Schenk Seafoods - WHF-837 - 4126.4 kc.,4145.0 kc.,6220.0 kc.,
6223.0 kc.,8292.5 kc.,8295.6 kc.,
12430.6 kc.,12433.7 kc.,16588.5 kc.,
16591.6 kc.
Washington State Ferries - KBP-363 - 156.975
Whatcom Marine Electronics - KZN-507 - 4123.4 kc.,6220.0 kc.,
8292.5 kc.,12433.7 kc.,
16594.7 kc.
156.425,156.450,156.800
William C. Williams - WQB-534 - 4126.4 kc.,4145.0 kc.,6220.0 kc.,
6223.0 kc.,8292.5 kc.,8295.6 kc.,
12430.6 kc.,12433.7 kc.
Yankee Fish Co. - WXZ-512 - 156.450,156.800

Blaine,Wa.:

Port of Bellingham - WQB-579 - 156.425,156.450,156.800
Westman Brothers - KCE-332 - 4126.4 kc.,4145.0 kc.,6220.0 kc.,
6223.0 kc.,8292.5 kc.,8295.6 kc.,
12430.6 kc.,12433.7 kc.

Well thats about it for this month,lets hear some news from all of you out there. I have reached the bottom of the barrel on reports and I need some more.

See you next month. 73's

RCMA SPECIAL FEATURE RCMA

The following listing was prepared by Les Mattson (NJ-187). It will be continued in the next issue, space permitting. Thanks, Les!

A USEFUL GLOSSARY TO COMMON TERMS AND ABBREVIATIONS

A & B .....Assault and Battery
ABRAISION .....Scrape of the skin
ACTOR .....Suspect
AM .....Amplitude Modulation
ANARC .....Association of North American Radio Clubs
ANRC .....American National Red Cross
AR .....End of transmission (morse code)
ARRL .....American Radio Relay League
ARTCC .....Air Route Traffic Control Center
ATIS .....Automatic Terminal Information System
ATF .....Bureau of Alcohol, Tobacco and Firearms
AWOL .....Absent With Out Leave (military)
B & E .....Breaking and Entering
BAND .....Group of frequencies
BARN .....Firehouse or fire station
BASE .....Headquarters, H.Q., Police Station
BEAT .....Foot Patrol
BR .....Bank Robbery
CAP .....Civil Air Patrol
CAR TOOL .....Locked car door opener
CARDIAC ARREST ....Heart not beating
CB .....Citizen Band (radio)
CDS .....Controlled Dangerous Substance (drugs)
CG .....Coast Guard
CJ .....County Jail
CONTUSION .....Bruise, internal bleeding
COPY .....To hear or receive another station
CORONARY .....Heart attack
COUNTY I.D. .....County crime lab (photos & fingerprinting)
CP .....Command Post
CPR .....Cardiopulmonary Resuscitation
CQ .....Calling any station (morse code)
CRD .....Call Radio Dispatcher by telephone
CVA .....Cerebral Vascular Accident (stroke)
CW .....Continuous Wave (morse code)
DC .....Deputy Chief
D & D .....Drunk and Disorderly
DEA .....Drug Enforcement Agency
DEP .....Dept. of Environmental Protection
DE-WATERING .....Pumping water from a flooded basement
DJ .....Department of Justice
DL .....Driver's License
DMV .....Disabled Motor Vehicle
DOA .....Dead On Arrival
DOE .....Department Of Energy
DOOR JOCKEY .....Locked car door opener
DOT .....Department Of Transportation
DPW .....Department of Public Works
DVP .....Digital Voice Protection
DW .....Dog Warden (animal patrol)
DWI .....Driving While Impaired (alcohol or drugs)
DX .....Distance (morse code)
EDEMA .....Swelling
ELF .....Extremely Low Frequency
ELT .....Emergency Locating Transmitter
EMS .....Emergency Medical Service
EMT .....Emergency Medical Technician
ENTRAPMENT .....Person trapped in a M. V. accident
EPA .....Environmental Protection Agency
ER .....Emergency Room (of a hospital)
ETA .....Estimated Time of Arrival
FAA .....Federal Aviation Administration

FBI .....Federal Bureau of Investigation
FCC .....Federal Communications Commission
FEMA .....Federal Emergency Management Administration
FIELD COM .....Mobile communications van or bus
FM .....Fire Marshall
FM .....Frequency Modulation
FTA .....Failure To Appear (in court)
GEAR .....Radio equipment (tools and equipment,generally)
GMRS .....General Mobile Radio Service
GMT .....Greenwich Mean Time
GOA .....Gone On Arrival
GSA .....General Services Administration
HAM .....Amateur radio operator
HASTE .....Hospital Alerting System, Tone Encoded
HEAR .....Hospital Emergency Administrative Radio
HEART ATTACK .....Sudden blockage of a coronary vessel
HF .....High Frequency
HIT .....A wanted person or a stolen motor vehicle
HOME BREW .....Home made, hand made radio equipment
HOOK .....Tow truck, wrecker
HQ .....Headquarters, base, police station
HT .....Hurst Tool, a hydraulic tool for extrication
HT .....Handy Talkie, a portable, hand-held radio
HUD .....Housing and Urban Development
ID .....Identification
IMTS .....Improved Mobile Telephone System
INCISION .....Cut of the skin
IR .....Incident Report
IRAC .....Interdepartmental Radio Advisory Committee
IV .....Intravenous fluid therapy (into a vein)
JAWS OF LIFE .....Hurst Tool (see HT)
JOB .....Assignment
K-9 .....Police dog and handler
KEYED MIKE .....Microphone accidently locked "ON"
LACERATION .....Cut of the skin
LANDLINE .....Telephone call
LB .....Low Band
LED .....Light Emitting Diode
L & I .....Licenses and Inspections department
LINE .....Fire Hose
LOCK JOB .....Locked car door opener
LOG .....Record of radio contacts; freq. call signs
MARS .....Military Affiliate Radio System
MAST .....Medical Anti-Shock Trousers
MERS .....Medical Emergency Radio System
MICU .....Mobile Intensive Care Unit
MOBILE .....Mobile radio; radio in a motor vehicle
MOUNTED .....Horseback patrol
MP .....Military Police
MT .....Monitoring Times (a SWL publication)
MUA .....Municipal Utility Authority
MUF .....Maximum Useable Frequency
MV .....Motor Vehicle
MVA .....Motor Vehicle Accident
NASA .....National Aeronautics & Space Administration
NCIC .....National Crime Institute Center (computer)
NLEEC .....National Law Enforcement Emergency Channel
NOAA .....National Oceanographic & Atmospheric Admin.
NRC .....Nuclear Regulatory Commission
NWS .....National Weather Service
OCCLUSION .....Blockage of an artery
OD .....Overdose of Drugs
OEM .....Office of Emergency Management
O-2 .....Oxygen
OR .....Operating Room (of a hospital)
OPEN CARRIER .....Microphone accidently locked "ON"
OSCAR .....Orbitting Satellite Carrying Amateur Radio
OT .....Old Timer (morse code)
OVERHEADS .....Revolving overhead lights on emergency vehicle
PATRON .....Turnpike user, customer
PERSONAL .....Restroom stop
PHONE PATCH .....Connecting a radio to a telephone line

PIECE .....Weapon (firearm)
POP' COMM .....Popular Communications (radio publication)
POWER WAGON .....4-wheel drive vehicle (brush truck)
PSB .....Public Service Band (radio)
PTT .....Push To Talk (microphone)
QSL .....Acknowledgement (morse code)
RACES .....Radio Amateur Civil Emergency Service
RCMA .....Radio Communications Monitoring Association
REACT .....Citizen 2-way radio communication system
RECALL .....Return to station, barn or hall
RECEIVER .....A radio unit that receives only
RIG .....An ambulance
RIG .....An amateur radio set
RTTY .....Radioteletype
RUN SILENT .....Use no lights or sirens
RV .....Recreational Vehicle (off road vehicle)
SAM .....Special Air Mission (VIP Government flights)
SAR .....Search And Rescue
SASE .....Self-Addressed, Stamped Envelope
SCAN .....Scanner Association of North America
SCBA .....Self-Contained Breathing Appartus
SCRAMBLER .....A method of confusing voice transmissions for privacy
SCUBA .....Self-Contained Underwater Breathing Apparatus
SHACK .....Location of radio equipment (a room)

• NEW MEMBERS LIST •

AZ 064 - ROBERT L;WISNER;P.O. BOX 481;HOLBROOK;AZ;86025
AZ 065 - L.K. ;JOHNSON;1446 N AMBER ST;MESA;AZ;85203
AZ 066 - DAVID;LACOSS;9210 N 50TH DR;GLENDALE;AZ;85302
CAAL048 - MIKE
CAAL049 - HENRY C;YOUNG;1515 MARKET ST #807;OAKLUND;CA;94607
CACC028 - ISAIAS;HERRERA;3612 MAY RD;RICHAMOND;CA;94803
CAKE022 - JOHN
CALA604 - EDDIE;SAUNDERS;2043 BLISS ST;COMPTON;CA;90222
CALA605 - JIM;MARTORANA;174 E 60TH ST;LONG BEACH;CA;90805
CALA606 - MARVIN;SHUCK;418 SAGE PL;GLENDORA;CA;91740
CALA607 - A.G. VIDEO;PRODUCTIONS;86 W NORMAN AVE;ARCADIA;CA;91006
CALA608 - DAVID
CALA609 - WILLIAM;MAUER;3054 GAGE AVE;EL MONTE;CA;91731
CALA610 - KELLY R;STARKEY;314 ELDORADO ST #A;ARCADIA;CA;91006
CALA611 - CATHEY;PINCKNEY;208 N. MAPLE DR;BEVERLY HILLS;CA;90210
CALA612 - JOSEPH;BITO;2735 WARWOOD RD;LAKEWOOD;CA;90712
CALA613 - MARIANNE
CAMN001 - LEE;LIVEZEY;P.O. BOX 98;CASPAR;CA;95420
CANA115 - R;PADE;INIDAN RIVER ONTARIO;K0L 2B0 CANADA;;
CANA116 - JIM;NIGHTINGALE;SITE 120 COMP 22 RR1 VERNON ;BC V1T 6L4 CANADA;;
CANA117 - LARRY D;MCGUIRE;7 NICHOLSON CRESSENT AMHURSTVIEW;ONT K7N 1W9 CANADA;
CANA118 - RICHARD;FINN;963 VISTULA DR, PICKERING;ONT L1W 2L8 CANADA;;
CANA119 - IAN;CLARKE;281 BETTY ANN DR, WILLOWDALE;ONT M2R 1A9 CANDADA;;
CAOR289 - ROBERT;GRAY;P.O. BOX 3833;COSTA MESA;CA;92628
CAOR290 - WILLIAM;MAY;22952 VIA CORDOVA;S LAGUNA;CA;92677
CARI055 - WALTER;BALCH;400 S RAMONA AVE #110;CORONA;CA;91719
CASB064 - RONALD;FRANK;P.O. BOX 989;BIG BEAR LAKE;CA;92315
CASB065 - PAUL;NEIDERHEISER;918 W SPRINGFIELD APT D;UPLAND;CA;91786
CASD069 - WINTON;SHIRLEY;P.O. BOX 572;SAN LUIS REY;CA;90268
CASD070 - SCOTT;CULLEN;581 MANOR DR #182;EL CAJON;CA;92020
CASM033 - DIANA;SUTTON;126 NORTHRIDGE;DALY CITY;CA;94015
CASO007 - DONALD;HOLDENER;118 ANITA COURT;VACAVILLE;CA;95688
CAVE031 - MELVIN;KIDNEY;1297 MOBIL AVE;CAMARILLO;CA;93010
CO 044 - BRANT A;KEENEY;1605 ABEYTA COURT;LOVELAND;CO;80537
CO 045 - BRANT;KEENEY;1605 ABEYTA CT;LOVELAND;CO;80537
CT 087 - HUGH R;SMITH;2515 BURR ST;FAIRFIELD;CT;06430

DC 012 - RICHARD;STALLS;909 F ST NE;WASHINGTON;DC;20002
FL 192 - LARRY W;SHUMWAY;1119 INDIGO RD;ORMOND BEACH;FL;32075
FL 193 - TOM E;HANDCOCK;6822 17TH ST S;ST PETERSBURG;FL;33712
GA 058 - JAMES;ABDU;971F CLUBHOUSE CIR W;DECATUR;GA;30032
GA 059 - GARY ;JONES;120 BROAD ACRES;ATHENS;GA;30601
GA 060 - MIKE;BALES;P.O. BOX 66970;MARIETTA;GA;30066
IA 053 - ELSIE;VERMUELE;208 BENTON;COUNCIL BLUFFS;IA;51501
IA 054 - DARLEEN;CLAUSSN;817 23RD AVE N;CLINTON;IA;52732
IA 055 - JAY;CRAWFORD;BOX 516;SHERFIELD;IA;50475
ID 013 - GARY L;RUSSELL;P.O. BOX 692;SHOSHONE;ID;83352
IL 294 - FRANK;BRUNKE;766 DARTMOOR DR;CRYSTAL LAKE;IL;60014
IL 295 - JOSEPH
IL 296 - NEIL;JOSLUN;1503 JENKINSON CT;WAUKEGAN;IL;60085
IL 297 - MARK;VAUGHN;2535 HALSTED RD #2;ROCKFORD;IL;61103
IN 089 - JAMES;BATES;2050 AZALEA;HIGHLAND;IN;46322
KS 035 - BETTY;TRAFFAS;RR #1 BOX 39;SHARON;KS;67138
MD 093 - J. R. ;COX;P.O. BOX 232;MILAN;MD;63556
MD 106 - W.G.
MD 107 - ERIC;ENGBERG;8815 BELLWOOD RD;BETHESDA;MD;20817
MD 108 - DAVID;LOCKHARD JR;RT 1 BOX 31;CHARLETTE HALL;MD;20622
ME 020 - JEFFREY;SMALL;BOX 266;EASTPORT;ME;04631
MI 151 - NELSON;FOWLER;2130 36TH ST SW;WYOMING;MI;49509
MI 152 - MIKE;STARR;BOX 203;HADLEY;MI;48440
MI 153 - ARTHUR
MI 154 - JOSEPH;MASSIMINO;69070 N SAGIMAW APT 405;MT MORRIS;MI;48458
MI 155 - DIANE;HALFORD;107 MICHIGAN ST;PETOSKI;MI;49770
MN 044 - STEVEN;CUSHING;3315 143RD ST W;ROSEMONT;MN;55068
MO 094 - DAVID;NORDMANN;1110 RALPH TERR;ST LOUIS;MO;63117
MO 095 - PERRY;JOSEPH;5116A WASHINGTON;ST LOUIS;MO;63108
MO 096 - BRAD;LORENZEN;1940 S WEDGWOOD;SPRINGFIELD;MO;65807
MS 026 - DARRELL R;ELSEA;401 LONGVIEW;VICKSBURG;MS;39180
MS 027 - MACK A;GILBERT;P.O. BOX 1181;TUNIGA;MS;38676
NC 063 - MICHAEL;TUGGLE;2612 NEW GADEN RD;GREENSBORO;NC;27408
NC 064 - SGT STEVEN W;VAUGHN;HQS CO 2D SUPPLY BN 2D FSSG;CAMP LEJEUNE;NC;28542
NH 027 - KEVIN
NJ 197 - JOHN J;DALY;P.O. BOX 731;SOMERVILLE;NJ;08876
NJ 198 - ROBERT;BATCERLOR;5 N DELL AVE;KENVIL;NJ;07847
NJ 199 - ROBERT;RETTIG;13 SMALLWOOD LN;ENGLISHTOWN;NJ;07726
NJ 200 - DOUGLAS;HUTH;6 DOGWOOD RD;MORRIS PLANES;NJ;07950
NY 306 - JOSEPH;MAUCER;255 W LIDO PROM;LINDENHURST;NY;11757
NY 307 - PETER;MAXWELL;114 JEFFERSON AVE;BRENTWOOD;NY;11717
NY. 307 - JAMES;OTIS;7138 PORT RD P.O. BOX 83;PULASKI;NY;13142
NY 308 - JOHN ;GERSTNER;1040 PORTION RD;LAKE RONKONKOMA;NY;11779
NY 309 - MARK;PERSSON;1503 LOMBARDY;BAYSHORE BLVD;NY;11706
NY 310 - MIKE;TAYLOR;BOX 55;HAMMOND;NY;13646
NY 311 - PAUL;GUSSACK;22 HUNTER DR;EAST CHESTER;NY;10707
NY 312 - LOUIS;CORTEGIANO;60 43 FRESH POND RD;MASPETH;NY;11378
NY 313 - TIMOTHY W;TRAVER;240 FRONT ST;VESTAL;NY;13850
NY 314 - KEVIN;BATHRICK;P.O. BOX 38;AMENIA;NY;12501
OH 168 - BRYAN;HOFFMAN;7316 COMMONWEALTH DR;CINCINNATI;OH;45224
OH 169 - MICHAEL;UHASE;19673 MOUNTVILLE DR;MAPLE HGTS;OH;44137
OH 170 - ROBERT;EPPICK;561 STATE RD P.O.BOX 347064;PARMA;OH;44134
OK 034 - J.L.;SHADE;P.O. BOX 61236;OKLAHOMAN CITY;OK;73146
OK 035 - CHARLES;STOOKEY JR;606 MORNINGSIDE DR;NORMAN;OK;73071
OK 036 - RAYMOND;WOODS JR;901 BELL DR;MIDWEST CITY;OK;73110
OR 066 - DAVID
PA 211 - WAYNE;WISE;R.D. 1 BOX 360;CREEKSIDE;PA;15732
PA 212 - CHRISTOPHER;PACKARD;R D #188 H;SELINSGROVE;PA;17870
PA 213 - HAROLD;VOCKROTH;1604 MULBERRY W5;BERWICK;PA;18603
PA 214 - HOWARD;BENDER;49 GARLOR DR;HAVERTOWN;PA;19083
TX 159 - SKIP;PRATI;10544 GATEWAY E;EL PASO;TX;79927
TX 160 - M.
TX 161 - MICHAEL;MOORE;1052 BANDERA;CORPUS CHRISTI;TX;78410
TX 162 - GREGG;FLEISHMAN;P.O. BOX 66691;HOUSTON;TX;77006
TX 163 - HENRY;BALIS;1613 PINE CHASE;HOUSTON;TX;77055
TX 164 - STEPHEN;TAYLOR;P.O. BOX 803;ORANGE;TX;77630
VA 091 - JOHN C;MC COLMAN;114A NORTH SECOND ST;HAMPTON;VA;23664
VA 092 - RICHARD;CHANDLER;P.O. BOX 1366;LEBANON;VA;24266
WA 065 - G.L.;DAVIS;2453 DONAVAN ST;BELLINGHAM;WA;98225
WI 079 - KEVIN;ESSER;3006 OAKRIDGE AVE;MADISON;WI;53704
WI 080 - ALAN;STEINBACH;3669A PLANKINTON;CUDAHY;WI;53110

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

The date printed after the membership number on your newsletter mailing label shows the last month of your current membership. It is important to renew your membership by that date, as promptness on your part ensures uninterrupted delivery of the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. Therefore, it is possible that your check or money order can be received — and even deposited — and your next issue will contain the statement "renewal overdue" on the mailing label. This simply means that your renewal was received after the cut-off date for runnning updated mailing labels.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 25¢. Although this fee is supposed to include forwarding of an issue to the new address, the result is often simply a return of the issue to P.O. 4563. The message is clear: when you move, notify RCMA yourself. Don't wait for the Post Office to do it.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

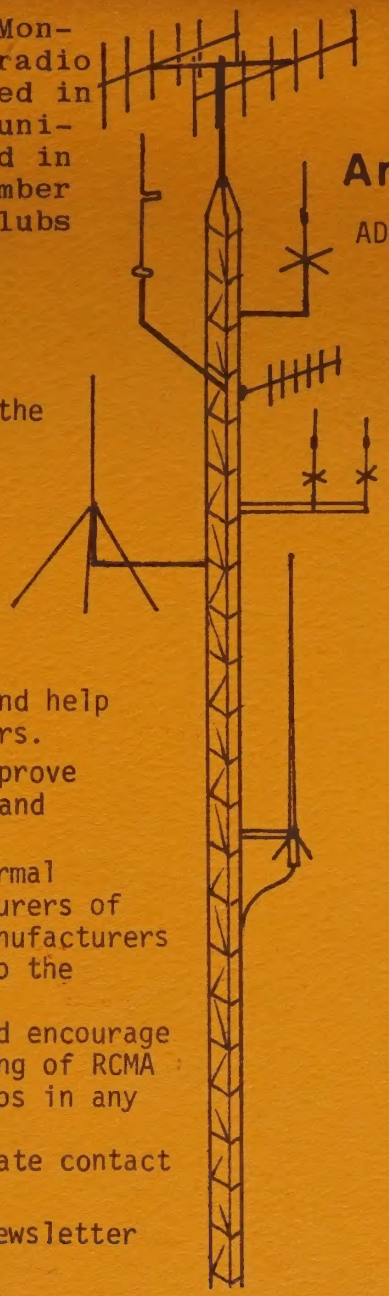
RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



RCMA
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Anaheim, CA 92803

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